

Marines fall for Michelle

Keeping fit is a ruling passion for Peterborough beauty Michelle Egginton (27) which makes her an ideal choice as this year's Miss Globe and Laurel. She will join the Royal Marines for climbing, abseiling, unarmed combat and shooting demonstrations, winding up her term with a freefall parachute jump with the RM team — the current British champions.

Picture — PO(Phot) Ash Amliwala, HQTRF RM

MISSION TO CAMBODIA

Thin on top

Nukes on top of the world — HMS Trenchant meets up with USS Spadefish for a now regular rendezvous at the North Pole. The ice where they cut through was too thin for the usual games of cricket and baseball — not due to global warming, the Meteorological Office assures us...

Picture — Sgt Rick Browell, RAF

FORTY-EIGHT Royal Navy sailors and Royal Marines flew out to Cambodia last month to form the main part of British naval support for a United Nations peacekeeping force.

The day before their departure Armed Forces Minister Archie Hamilton called on them at HMS Nelson where they had been receiving instruction on working in jungle conditions.

"I'm sorry you've had to go economy class," he quipped as examined the piles of survival kit brought out for his inspection.

Capt. Tim Daniels, leading the RM contingent — all but two of the party are volunteers — explained that they would be flying first to Bangkok and then on to Cambodia in a French

military aircraft.

There they would act as military observers in Cambodian-manned patrol craft, wearing the distinctive blue beret of the United Nations as members of UNTAC — the UN Transitional Authority of Cambodia which will supervise the cease-fire and demobilisation of the country's various armed factions over the next 18 months.

The naval party's primary task would be to patrol rivers and coastal waters, said Capt. Daniels.

"During the rainy season the waterways around the Mekong River and Lake Tonle Sap provide about the only way of getting around the country. Our jungle training in Brunei has given some of us experience of similar conditions so I hope we can help smooth the way for a return to stability."

The men — there are no women in the party at present — would not be armed.

"The UN is operating under the approval of all the interested factions so we expect health and hygiene will be our main enemies — that and unexploded ordnance."

There would be no direct involvement in mine clearance, although a multi-national unit commanded by the UK was training the Cambodians in the necessary techniques.

When fully deployed UNTAC will be over 20,000 strong and include more than 15,000 military personnel. Around 40 nations have offered to participate. UK personnel will serve six month tours with the naval group based at Phnom Penh.

● Piracy is on the increase in the South China Sea with a number of attacks on British-flagged merchantmen during recent months. The Ministry of Defence commented: "All RN and RFA vessels are aware of their powers and responsibilities under international law in relation to piracy and would take action, where appropriate, anywhere in the world."

"We continue to revise what further contributions we can make to the war against piracy worldwide."

The massive scale of piracy in the Far East is highlighted in the National Maritime Museum's highly acclaimed summer exhibition "Pirates: Fact and Fiction" which opened last month.



Air Force Medal for Navy man

NAVY photographer CPO(Phot) Keith Sturge has been awarded the RAF's highest peacetime gallantry award, the Air Force Medal, for his heroic action last August during a helicopter rescue operation in the South China Sea.

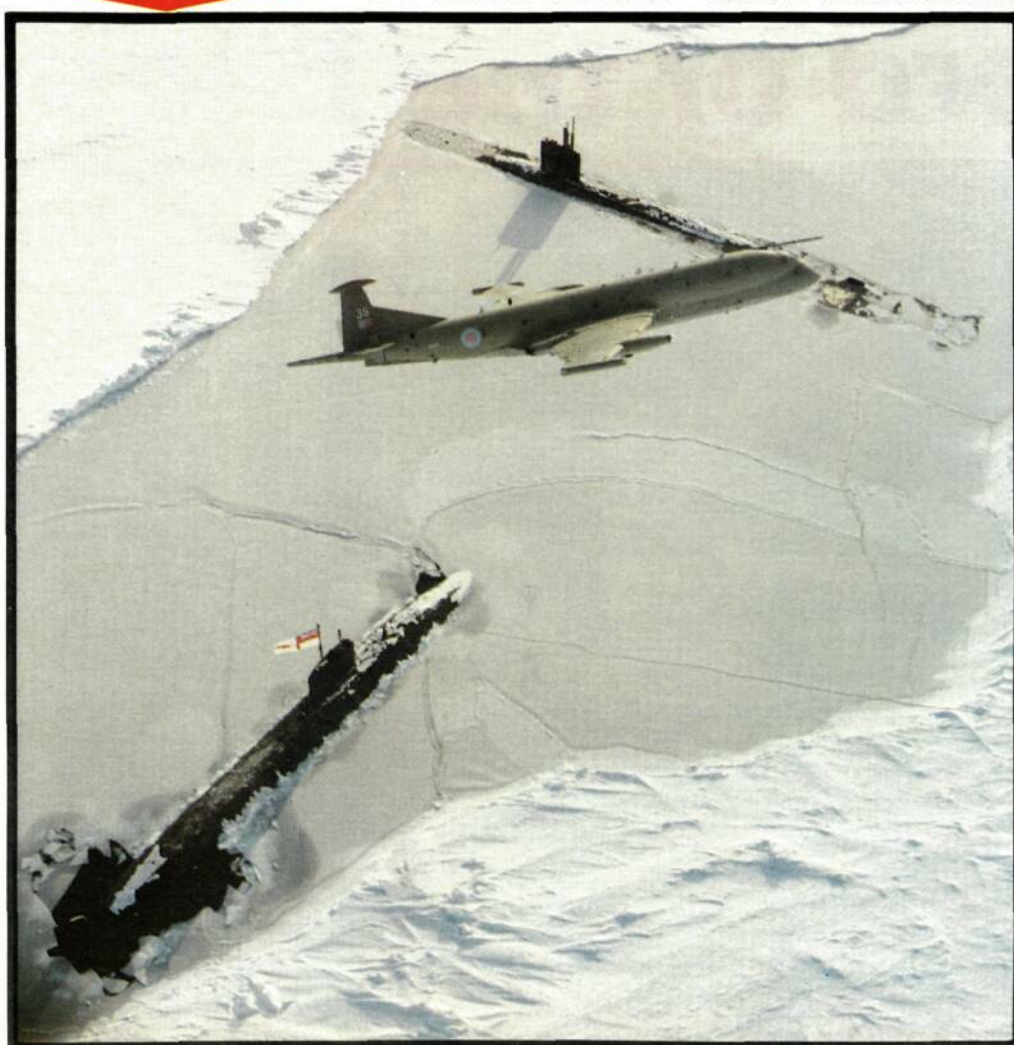
At the time Keith was working with the Joint Services Public Relations Unit at Hong Kong and was in an RAF helicopter to film the search for survivors after an oil exploration rig had sunk in a typhoon.

Five men were spotted clinging to a life-raft in the stormy waters. The RAF winchman went down into the sea four times, each time bringing up a survivor — but with just one man left below he was too exhausted from the buffeting waves and from ingesting seawater to carry on.

Although having had no training as a winchman, Keith volunteered to go down and try to get the remaining man to safety — "I just couldn't leave him down there" he said. The pilot reluctantly agreed to allow a last attempt and Keith managed to secure the man — in spite of being swamped and ending up under the raft — and brought him up into the aircraft.

Palace

Keith, now based at HMS Warrior, Northwood, will receive his award from the Queen at Buckingham Palace.



Norfolk first for Cromer



THE strong bond between Norfolk, the county of Lord Nelson's birth, and the Royal Navy were further strengthened last month with the commissioning, at Great Yarmouth, of the third Sandown class single role minehunters, HMS Cromer — the first time, it is believed, that an RN ship has been commissioned in the county.

Accepted by the Navy last November the ship was launched back in October 1990 by Lady Brown, wife of Admiral Sir Brian Brown, and she returned to Great Yarmouth to perform the commissioning ceremony.

HMS Cromer, commanded by Lieut.-Cdr. Gordon Stamp, already has strong affiliations with the county of Norfolk, forging links with the town of Cromer, the local RNA branch, Cromer Children's Charity and 1st Cromer Sea Cadets.

She is also affiliated to E Flight 22 Sqn. at RAF Coltishall where the ship's commissioning cake was made — Warrant Officer Robert Rose, who supervised the baking, denied rumours that silver coins bearing the inscription "Join the RAF" had been added to the ingredients!

During her seven day visit to Great Yarmouth the ship's company enjoyed a busy round of sporting and social engagements playing host to visitors from local schools, Cromer RNA and the World Ship Society.



● Above: HMS Cromer berths at South Quay, Great Yarmouth, for her commissioning.

● Left: Lady Brown, wife of Admiral Sir Brian Brown, receives a bouquet from seven-year-old Rebecca Openshaw, daughter of LS(D) Mick Openshaw.

● Right: AB(D) Mick Brady swaps hats with a local Police Sgt. during a visit to HMS Cromer.



Ethnic equality drive

THE Service careers of personnel from ethnic minorities are to be monitored by the Armed Forces.

Answering a Commons question, Armed Forces Minister Mr. Archie Hamilton said the Services had undertaken a range of measures to increase recruitment from ethnic minority communities.

"To underline our commitment to equal opportunities for all ethnic groups, we have now decided to extend to service personnel our present practice of monitoring the ethnic origins of applications to join the Armed Forces.

"The information gathered will be used solely for monitoring our equal opportunity policy and individuals' ethnic records will be guaranteed confidentiality."

Answering a question about proposals to restructure Fleet support, the minister said the headquarters establishment of the new Naval Support Command would be about 3,300. The command would bring together staff at presently currently located in or near Bath, London, Portsmouth, Weymouth and Stockton-on-Tees.

Smiter's lord of the Isles

MIDSHIPMEN from Glasgow and Strathclyde Universities RN Unit put their navigational and pilotage skills to the test during a two-week deployment to the Western Isles.

Two separate groups of 12 midshipmen, embarked in the coastal training ship HMS Smiter, navigated their way to some of the more remote areas of the Isles, including Loch Houran and Loch Etive, both inaccessible to larger vessels.

Staffa

One of the highlights of the deployment was a day spent climbing on and sailing around the island of Staffa.

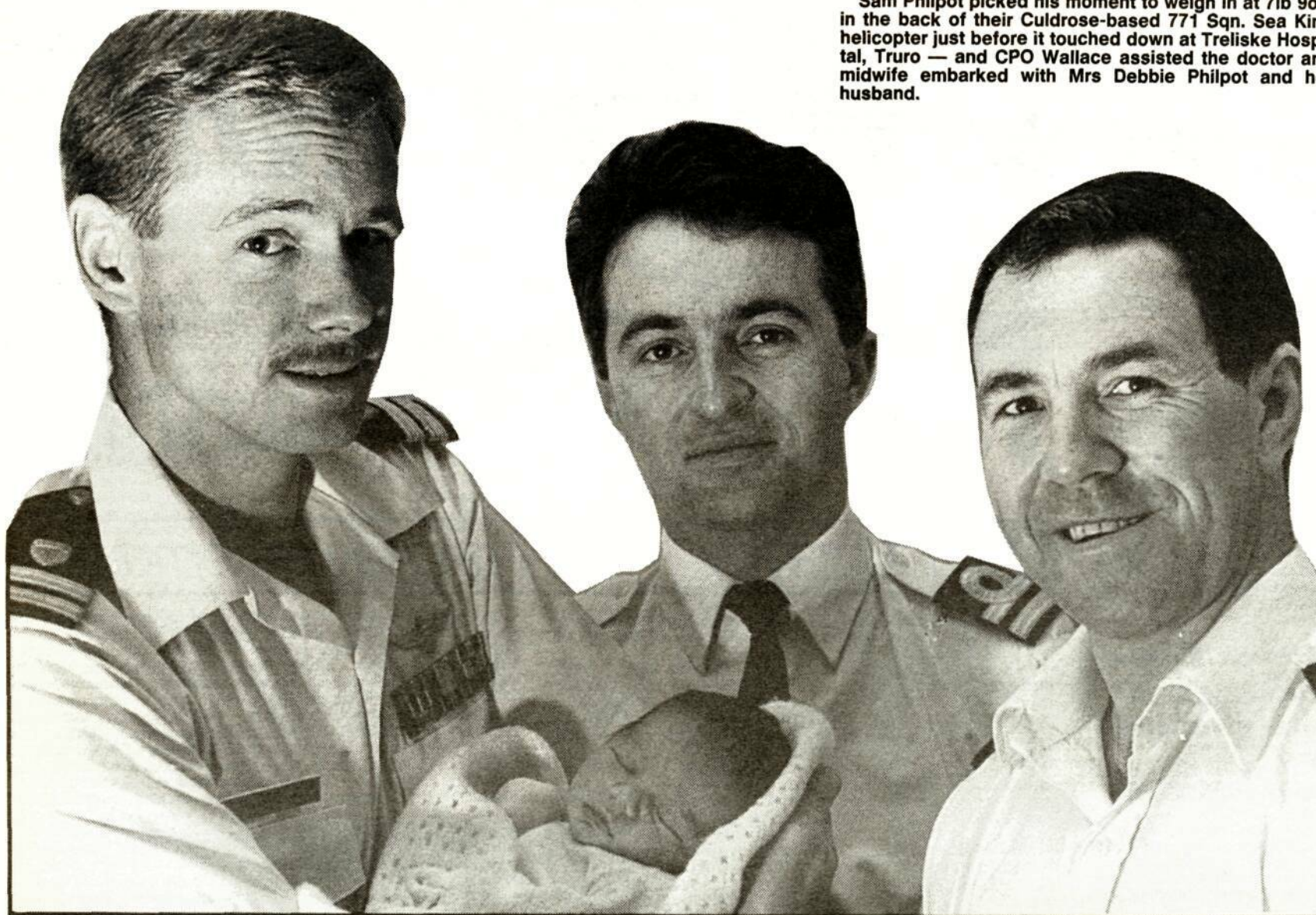
On a perfect day HMS Smiter was piloted close to Fingal's Cave, the inner recesses of which were also explored by the ship's Gemini.

Picture: Lieut.-Cdr. Paul Engeham.



● HMS Smiter transits the Crinan Canal during her spring deployment

Nappy landings



THREE men and a baby... Unlike their movie counterparts US Coast Guard pilot Lieut. Peter Troedsson (left), Lieut. Stephen Bierne and CPO Dave Wallace kept their cool when called to ferry a pregnant mum from the Scilly Isles to the mainland.

Sam Philpot picked his moment to weigh in at 7lb 9oz. in the back of their Culdrose-based 771 Sqn. Sea King helicopter just before it touched down at Treliske Hospital, Truro — and CPO Wallace assisted the doctor and midwife embarked with Mrs Debbie Philpot and her husband.

IN BRIEF

Princess down under

The Princess Royal toured the underground operations complex at Northwood when she paid a working visit to the headquarters of the Commander-in-Chief Fleet.

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TWO Edinburgh Royal Blind School pupils, Graham Patey and David McLeod, had a trip to sea in the Type 42 destroyer HMS Edinburgh.

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London-based band Medals played the Drumbeat Club, HMS Drake as part of the Rock Gospel in the Navy 1992 project.

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A Naval seaman's handkerchief, dated 1899 and embroidered with navigational and other nautical information, has been presented to HMS Raleigh.

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Ten Cardross Scouts gained their Rifleman's Badges on the Clyde Submarine Base rifle range.

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A new branch of the Imperial War Museum is to be built at Hartlepool, it was announced last month.

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"Twentieth Century Seapower", a new permanent gallery at the National Maritime Museum opening on July 21, features a five metre long model of the battleship HMS King George V.

Somewheres East of Suez



29 ports for Orient 92

THERE was a VIP send-off for the ships of the Orient 92 Task Group when they left Portsmouth at the start of their 6½-month deployment to demonstrate the Royal Navy's ability to operate independently, at strength, worldwide, and show Britain's commitment to friendly nations, near and far.

The six-ship force — HM ships Invincible, Norfolk, Newcastle and Boxer, with RFAs Olwen and Fort Austin — will be joined for part of the deployment by HMS Chatham, HMS Edinburgh and RFA Bayleaf as they sail out on what was described by CinC Fleet, Admiral Sir Jock Slater as "... a peaceable remit, but with offensive capability if required."

Questioned by the press as to whether this capability was a nuclear one, the Defence Procurement Minister, Jonathan Aitken, there with Admiral Slater to bid the Force 'bon voyage,' stated it was no longer the tactical normality for such weapons to be carried by Royal Navy ships.

While away, the ships will visit 18 different countries (including Egypt, Kenya, Singapore, the Philippines, Japan, Korea and Australia) and 29 different ports.

But most of the time will be taken up with sea duties, 140 out of 200 days away being sea-time, with participation in five major and 20 smaller exercises with foreign and commonwealth naval forces.

Other statistics for Orient 92 — the Group will sail over 25,000 miles, carrying 22 aircraft and 2,300 personnel who will consume the equivalent of 14 miles of sausages and enough potatoes to feed an

average family for 900 years before they get back to UK in November.

By the middle of this month, after passing through the Mediterranean calling at Gibraltar and Piraeus, the ships will have split up for a series of visits in the Indian Ocean — HMS Newcastle to the Seychelles, HMS Norfolk to Mauritius and HMS Invincible and HMS Boxer to Mombasa.

FRONT LINERS GET TOP FLIGHT TROPHIES

FRONT line commando helicopter squadrons from RN air station Yeovilton have been awarded the Fleet Air Arm's two most prestigious trophies for their operations in 1991.

The Boyd Trophy, a silver model of the famous Swordfish aircraft, was presented to 845 Sqn. for its performance during the Gulf War.

At the outbreak of hostilities the squadron was based at King Khalid Military City and then quickly deployed close to the intended breach in the Iraqi defences. Within hours of the offensive the Sea King helicopters were pressed into service, evacuating over 100 casualties.

The Australia Shield, bought from trust monies from the people of Australia and presented to the squadron achieving the highest degree of operational readiness, went to 846 Sqn.

The squadron was embarked on RFAs Argus and Fort Grange in the Persian Gulf and in the six weeks of the war flew some 1,200 hours, never missing an operational sortie.

Two weeks after returning to Yeovilton 846 Sqn. redeployed to the Turkish/Iraq border to support Royal Marines in the Kurdish relief operation. During this period a flight of two aircraft also had to move to Bangladesh to offer aid after a hurricane devastated the area.

Submarines in the spotlight

SUBMARINES old and new were much in the news last month, with HMS Ursula approaching acceptance, the naming of HMS Vanguard, farewells to HMS Courageous and HMS Osiris and new beginnings for HMS Onyx and HMS Ocelot.

Last boat to join the 1st Submarine Squadron at Gosport before it merges with SM 2 at Devonport, HMS Ursula, the third of the new Upholder class, was commissioned with the help of her affiliated Sea Cadet unit, TS Forward from Ellesmere Port.

The ceremonial guard at Cammell Laird Shipbuilders, Birkenhead, was provided by the unit's Royal Marine contingent while other cadets served as ushers and waiters at the lunchtime reception — winning high praise from the many senior officers present.

The Princess of Wales pulled a lever to release a bottle of quince wine against HMS Vanguard, first of the Trident missile carrying submarines and the biggest ever constructed in Britain.

As the bottle — brewed by crew member Lieut.-Cdr. John Tottenham — burst she also pressed a button to open the

missile hatches, which one by one spelt out the letters of the Vanguard's name.

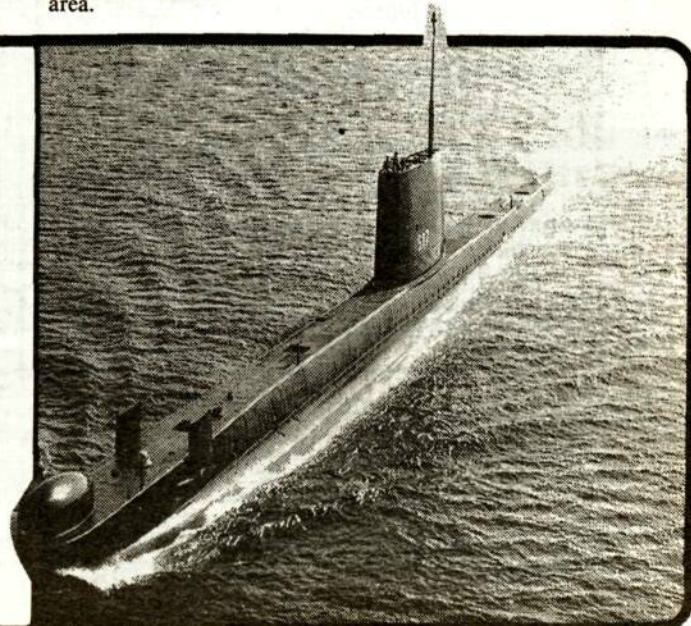
HMS Courageous ended her 22-year career with all her previous commanding officers present — and a PO Cook who had been a member of her first ship's company who had lately joined her last (see page 32).

HMS Osiris arrived at Gosport for the last time — flying her paying off pennant after over 28 years' sterling service in which she had travelled over half a million miles — 160,000 of them under water. A fitting record for a vessel named after the Egyptian King of the Underworld.

HMS Onyx was open to the public for the first time at her new home alongside fellow Falklands veteran HMS Plymouth at Birkenhead.

And the word came that HMS Ocelot (pictured right) is to return to the port where she was built following her £90,000 sale to the Chatham Historic Dockyard Trust.

The Oberon Class submarine was the last Royal Navy warship to be constructed at Chatham. She will now become the centrepiece of a special gallery there with exhibits on the history of submarines.



There's still room at the top

BUZZES and murmurings abound; the cry goes out "Rosters have been frozen!" "Stuff and nonsense" is the official reply from the Advancement Authority — but our discerning customers are not easily satisfied.

So just what is happening on the advancement/promotion front line?

Options for Change and LTC manpower savings measures may well be pie in the sky to most of you and have little direct impact on the Leading Hand currently undergoing his Professional Qualifying Course.

But the knock on effect of these reducing the Navy's headcount to 55,000 by 1995 will inevitably affect the aspirations and expectations of the majority.

This fact, no doubt, has already been brought home to many Charge Chief Petty Officers and Chief Petty Officers when the 1992 Warrant Officer Selection signal hit the streets in March and was found to contain fewer names, when compared with previous years.

The feedback we receive from our customers suggests that many believe the RN is running a Redundancy Programme to give advancement and promotion a boost by pruning the "dead wood" and creating vacancies. This is not the case. Redundancy is the method by which we can swiftly remove overbearings so that advancement and promotion does not cease altogether.

Talk of frozen rosters misses the point — advancement and promotion is to requirement — and with our manpower requirement at all rating levels being cut, days of underbearings and gaps and relatively short waiting times for advancement have come to an abrupt end.

"You owe it to yourself to put yourself into a stronger position"

"WHY?" we hear you ask. Well, blame the recession and the upheaval in world politics (just who are the bad guys now, anyway?) but the fact is that the RN, in line with the other two services, is undergoing a period of contraction and consolidation. The upshot of all this is that we need to reduce our bearing faster than natural wastage would achieve.

How long will this situation last? — this of course is an open-ended question but you should know that the reduction in the size and shape of the Navy is being achieved as quickly as possible, hence the need for a Redundancy Programme.

None of this should detract from the fact that advancement and



"But there's a Free Gangway off!"

NN Drafty . . . on Advancement

promotion remains the incentive. There may be fewer vacancies but if you are not qualified or you are not pushing yourself then you will not be giving yourself much of a chance.

Despite a declining manpower requirement the exit of ratings through natural wastage will always ensure that there are vacancies to be filled. In a perfect world it would be possible to predict when a rating would be advanced from a particular roster but unfortunately the prevailing conditions which create the vacancies are constantly changing.

The overwhelming majority of enquiries received by the Advancement/Promotions Office relate to when individuals will be advanced or promoted. Accurate predictions would help Drafty enormously and, no doubt, your personal planning too, but state of the art forecasting is ever more difficult in the present fluid situation.

The creation of a vacancy is not only governed by the requirement as viewed against the bearing. Other factors abound — discharges, disrating, re-advancement, branch transfers, withdrawal of notice and so on all hinder the forecasting process. Overlay all this with WRNS to sea and the crystal ball becomes even more opaque.

On the subject of WRNS to sea, we are currently at the beginning of a very lengthy transitional period which has as its objective equality between male and female ratings and the single advancement roster. That is the future. For the present we are still operating the rosters in being prior to 1 Sep 90 plus WRNS Sea rosters.

Separate male/female rosters are necessary because WRNS ratings are not directly interchangeable with their male counterparts, primarily because female accommodation is limited. It is MOD policy however that where newly created rosters have been established in branches that previously had no female equivalent there will be parity in waiting times for advancement between males and females. To this end male and female MEMs, for example, can expect to be advanced to the higher rate within similar timescales.

The upward mobility of artificers, up to the rate of Chief Petty Officer, is not subject to the same constraints with regard to vacancies as their advancement is governed by time and qualification. From CPO to Charge Chief advancement is by time, qualification and roster and this is the point at which artificer advancement starts to be governed by vacancies. It is here that the situation is changing. Reference to the advancement roster states for Charge Chief within the Navy News each month will reveal that, in many categories, a B13 by return of post is no longer the case as we go from manpower deficit into balance and in some instances into overbearings.

So there you have it — no matter what the eventual size and shape of the RN, the opportunity for advancement and promotion will remain. There will undoubtedly be fewer vacancies as manpower reductions bite, but you owe it to yourself to put yourself into a stronger position as a contender for advancement/promotion by seizing the initiative, taking your PPE and accruing the recommendations. Remember, the situation that prevails here and now may not be the same in a few years time — so be prepared!

THE ADVANCEMENT TEAM

Advancement/Promotions Officer Lt- Cdr Charlotte Manley (ext 2181)

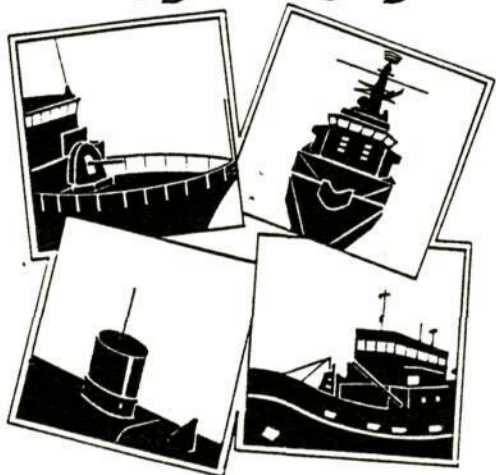
I/C Advancement Office Chief Writer Terry Ashdown (ext 2498)

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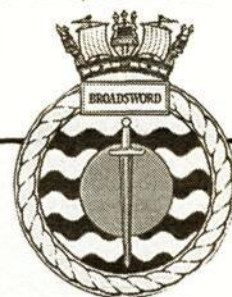
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Well met

On her way back from her WESTLANT deployment, HMS Sirius (front left) poses with HMS Brave (top left) and the rest of Standing Naval Force Atlantic — HNoMS Oslo, HMCS Skeena, NRP Vasco da Gama, HNLMs Jacob van Heemskerck, FGS Niedersachsen and USS Nicholson.





BROADSWORD CUTS A SWATHE

DURING the latter part of 1991, HMS Broadsword underwent conversions to enable her to carry some of the first WRNS personnel to go to sea in an operational warship and to accommodate up to 63 Young Officers under training.

This new accommodation, including 16 places for female Young Officers, was required when the Broadsword became part of the new Initial Sea Training Squadron, which superseded the Dartmouth Training Squadron.

Now returned from a two-month deployment to the West Indies as part of the ISTS's spring deployment, HMS Broadsword will undergo a lengthy maintenance period in her home port of Devonport. Before this, however, she briefly visited London to take part in the celebrations of the 50th anniversary of the award of the George Cross to Malta.

First of the Type 22 frigates in service with the Royal Navy, the Broadsword is a member of the Second Frigate Squadron. Built by Yarrow Shipbuilders in Scotstoun, Glasgow, she was launched on May 12, 1976, by Princess Alexandra and first commissioned on May 4 1979.

During her preliminary trials she was diverted to co-ordinate the rescue of competitors in the doomed 1979 Fastnet Yacht Race. Three years later, an escort during the Falklands War, she was hit by a bomb which passed straight through her flight deck. HMS Coventry was sunk in the same attack and the Broadsword played a major role in rescuing 250 of her

ship's company.

Since then she has been employed for a variety of tasks in many areas, including the Persian Gulf. More recently she has participated in the international Counter Narcotics Patrol in the West Indies.

The primary role of the Broadsword is anti-submarine warfare and to this end she is equipped with some of the most advanced systems available, including the computer-assisted 2050 sonar.

The first all-missile equipped warship in the Royal Navy, her armament includes anti-submarine torpedoes as well as the surface-to-surface Exocet missiles and the Sea Wolf surface-to-air missiles which proved so effective against aircraft and missiles in both the Falklands and Gulf Wars.

HMS Broadsword is also capable of carrying two Lynx helicopters which can be armed with torpedoes.

The Broadsword enjoys close affiliations with the Blues and Royals and with the City of Chester, which granted her the Freedom of the City during an initial visit there in the summer of 1979. The ship also enjoys ties with Cheltenham College, Marlborough College and TS Deva.

● Battle honour: Falkland Islands 1982.



Facts and figures

Length: 131 metres. Beam: 14.75m. Draught: 6.2m. Height: 32m. Displacement: 4,400 tons. Propulsion: 2 x Rolls-Royce Olympic gas turbines; 2 x Rolls-Royce Tyne gas turbines. Speed: 30 knots. Range: 4,500 miles at 18 knots on Tynes. Ship's company: 224. Armament: Exocet missile system; SeaWolf missile system; 2 x 40mm Bofors guns; 2 x 20mm GAM-BO1 guns; 2 x triple set anti-submarine torpedo tubes; two Westland Lynx helicopters.

Help to Hartismere



ORDERED under the 1943 programme, the first HMS Broadsword (pictured above) was a destroyer of the Weapons (Battleaxe) Class and was commissioned on October 4 1948.

Upon completion she was allocated to the 6th Destroyer Flotilla and was sent first to Portsmouth and later to Chatham. There modifications were completed and she went on to Portland and then Campbeltown.

In June 1949 she was attached temporarily to the 3rd Destroyer Flotilla for gunnery trials off Malta, returning to the UK in early September to rejoin the 6th Flotilla.

In April 1953 HMS Broadsword was reduced to the reserve at Chatham and the following August she was placed in a state of preservation and dehumidification. Two years later she was removed from the Special Reserve and underwent

a two-year refit at Rosyth.

On completion of it she was allocated to the 7th Destroyer Squadron and took part in the Home Fleet autumn cruise.

March 1960 saw the Broadsword transferred to the Mediterranean Fleet, in which she took part in many exercises and visits. That July she assisted the SS Hartismere after an explosion on board the civilian vessel off Malta.

On March 25 1961 the Broadsword returned to Chatham. She had steamed a total of 36,000 miles while engaged on NATO and national exercises.

At the beginning of 1964 she was placed on the Disposal List

and in April 1968 was towed to Rosyth, where she was employed for a time in connection with torpedo trials. Later that year she was sold to T. W. Ward Ltd. at Inverkeithing for breaking up.

POSTCARDS of Ships of the Royal Navy are obtainable at 60p each (minimum order £1.80) from Navy News, HMS Nelson, Portsmouth PO1 3HH. An order for 12 cards is priced at £6.50 and a standing order for the supply of each of 12 cards on publication can be arranged on receipt of £10/foreign £11.50. Prices include postage and packing, and postcards will be despatched on receipt of stamps, postal order or cheque. No postcards are stocked of ships which paid off before 1955.

SUMMER BOOK BARGAINS

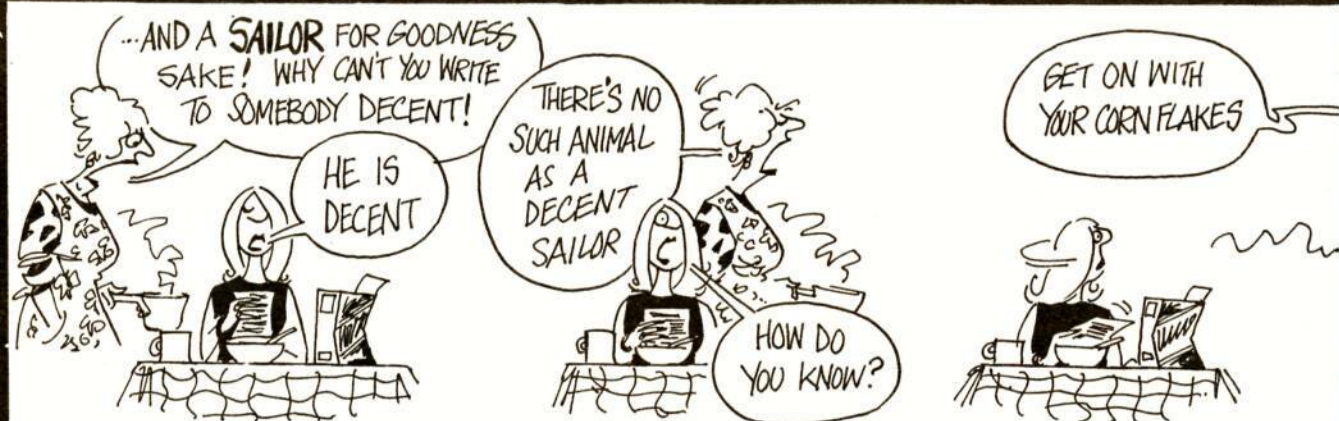
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JACK

BY TUGS



NN

Letters

NN

No sweeteners the second time around

I AM nearing the two-year mark of a two-and-a-half year sea draft. During that time my ship has spent about 65 per cent of her time away from the UK, including an Armilla/Operation Granby six-month patrol and a six-month Southlant patrol over the Christmas period.

We are at present heading home and I am looking forward to my wife flying out for a well-earned holiday.

Then comes a blow to my morale. Because I claimed married accompanied LOA during a visit to Mombasa 18 months ago, I can't claim for my wife a second time. The rules state that you can claim only once per seagoing draft.

Penny-pinching

If I had a nice two-and-a-half year married accompanied draft, I could claim for the whole duration, but because I've spent my time at sea I can claim only once. This seems a penny-pinching rule when you think that to be accompanied by your wife costs around £1,000 each time.

Does it really matter how many times you claim when compared to someone in a two-and-a-half year "front line" married accompanied draft? It can't cost that much.

I do know what I'll be doing in the future. Looking for a married accompanied draft where I can claim for the whole duration for my wife, our four children, plus removal, storage, disturbance allowance etc, and will still see my family a lot more than I do now.

LETTERS to the Editor should always be accompanied by the correspondent's name and address, not necessarily for publication.

I appreciate that most married accompanied drafts are "second line", but many are "first line" and count as a sea draft. — **Seagoing PO.**

● DDNSC(Pay) said the regulations governing payment of LOA at the appropriate married accompanied seagoing rate, when wives visit their husbands during service abroad, stated that only one visit during any draft to General Sea Service would qualify for payment.

"However, a point the Petty Officer did not mention is that the regulation continues with 'except where the individual's total period of continuous service abroad exceeds 20 months, in which case two such visits will qualify.'

Life-style

"The rules have been looked at in detail and are considered fair as they stand and cover the need of personnel on a long sea draft. There is no intention at present to change the wording of the rules. It is assumed that because of the correspondent's complaint, even though 65 per cent of his two-and-a-half year draft has been spent at sea, he has not been continuously absent from UK and is unable therefore to match the 20-month requirement.

"Another aspect of LOA which must be considered is that LOA is a compensatory allowance and paid on the basis of necessary additional expen-

diture; as such it is tax free. The specific rates of LOA for a country reflect local prices of a wide range of goods and services, the life-style, conditions and expenditure patterns for personnel living in the country and who are not just visiting on a temporary basis.

Subsidy

"The range of items considered when the LOA budget is calculated is very wide, from the full costs of running a car to the purchase of food, television and electrical goods, clothes, toys and entertainment — even the cost of going on holiday each year is included.

There are many items of the budget which are not applicable to Service personnel whose spouses visit the ship during a deployment, but for ease of calculation, the married accompanied rate is applied, if all the other criteria are met. The payment is not meant as a general subsidy for the air fare or to pay the hotel bill.

"It must also be remembered that your correspondent will have received the Seagoers' rate of LOA when his ship was alongside in the foreign port. Seagoing rates of LOA are cur-

rently 75 per cent of the full shore rate of the equivalent single/married unaccompanied rate ashore."

Hector was no tug . . .

THE "Fifty Years On" column (April) says that the tug Hector was sunk by Japanese air attack.

The ship Hector which sank on April 5 1942 in Colombo harbour, was an ex-Blue Funnel passenger/cargo ship (11,198 grt). She had been converted to an AMC at the beginning of the war, had six six-inch guns and two three-inch anti-aircraft guns, plus a scattering of Lewis guns — **D. Stott, Hyde, Cheshire.**

Strine sign writers

THE PHOTO on the front page of the December Navy News prompted me to search for a similar picture taken of HMAS Vengeance from her helicopter on 3 April 1954, when she was in the Indian Ocean on completion of escorting The Queen during her Australian tour.

After a copy had been delivered to the Royal Yacht, The Queen signalled "Thank you for the original forgery" — **D. Scott, Hemingford Grey, Huntingdon, Cambs.**

PUT YOUR SHIRT ON IT ANY TIME

THE new one-for-one clothing system is, I believe, a step in the right direction.

However, I am due to leave the Navy in October after 24 years and I find myself unable to make use of the new system during my remaining period of service. Since April 1 I have lost £8.03 per month in KUA which comes to a total of £48.18 on September 30.

As the onus is on me as a Senior Rate to maintain a suitable standard of appearance, the only option available is to purchase via C126 system using my salary, vice KUA.

With demise of KUA, what provision is being made for me to obtain any further items of uniform clothing I may require prior to my terminal date? — **CPO(OPS)(R)**

SAYING the correspondent appeared to have been badly briefed, or misunderstood the new system, DNSC added that there might be some difficulty with major items, recorded in the rating's S2910 kit record book since it would seem unnecessary to issue a new No.1 suit to someone with only six months left to serve.

But KUA was paid right up to March 31 1992 specifically so that ratings' kit need not deteriorate to the point of shabbiness where immediate replacement on April 1 was necessary.

"Minor items, such as shirts, socks and ties, are not recorded in the S2910, however, and may be exchanged by any rating at any stage of his career when they are worn out."

It was also mentioned that leaflets on the new system had been distributed, and articles appeared, including those in Navy News.

Make an end of it!

WITH the passing of KUA and the change to one-for-one kit issue/replacement, can we now at last get rid of the arduous task of the "make and mend" and use this time for the good of the Navy? — **CPOACMN, Yeovilton.**

Formidable dance floor

REGARDING E. Churchman's letter (April), I seem to recall that HMS Formidable also took a part in the British Pacific Fleet. She too was bounced by a kamikaze — twice in fact. During the final operations Admiral Vian flew his flag in her.

When peace broke out, she disembarked her air group and became a sort of troop-cum-hospital ship, engaging in the recovery of Allied military personnel, prisoners-of-war and internees. Among many others, she repatriated about 2,500 Australians.

And in December 1945, just before she left Sydney for the last time, she gave what could well be the all-time largest ship's company dance. Nearly 6,000 guests attended. It was a night very much to be remembered! — **P A L Watson Cdr (ret'd), Pollensa, Majorca.**

Watertight record

YOUR article (April) mentioning HMS Brave's visit to Boston refers to her berthing "close to USS Constitution, veteran of the American War of Independence and the oldest commissioned warship in the world."

Not true, I can't let that one go uncorrected. You will have Lord Nelson turning in his crypt. HMS Victory is, and remains, the oldest commissioned warship in the world. — **A. Dalby, Victory Guide, Portsmouth.**

● Sorry — it should have read "the oldest commissioned warship afloat." One of six frigates authorised by Act of Congress in 1794, "Old Ironsides" in fact dates from 1797 and was recorded under way on 23 July 1798. Every year she is taken out into Boston harbour and turned around so she will wear evenly on both sides of her masts. — **Ed.**

NN Navy News

No. 455 39th year

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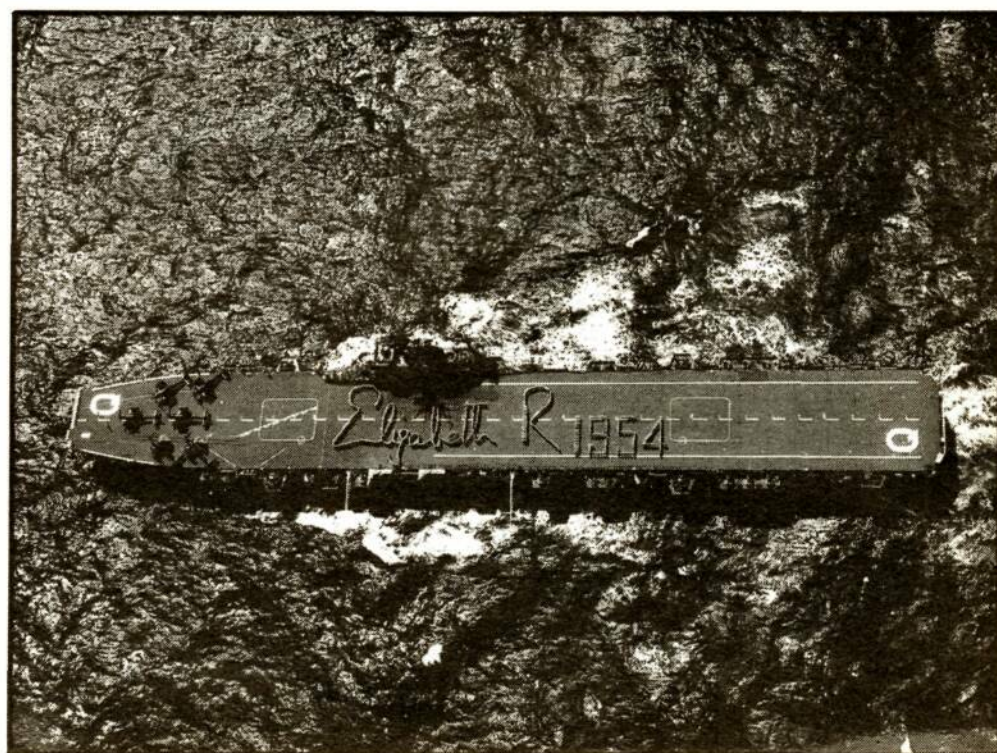
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Jaunty approach to policing

THE letter (April) about an "identity crisis" in the Regulating Branch prompts me to ask, "What's new?" For as long as there has been a branch as such, this same question has dogged it — not that it is that old.

The Master At Arms dates back many centuries, but the RPO is quite modern and the Leading Patrolman — renamed Leading Reg in 1967 — didn't come into being until the Second World War was well under way.

By the time I joined the branch in the 1950s there were already doubts and rumblings as to where the branch was going. We muttered and mumbled through the '60s and on into the '70s. When I retired after 20 years a Regulator we were no nearer an answer than when I joined.

Split

There was always a split between those who were Regulating-orientated and those who preferred the Provost side. Unfortunately, with its unique evolution of mixing pen-pushing with policing, the other Service Police have always regarded the Regulators as neither fish, flesh nor fowl — notwithstanding the healthy regard they have always had for the way the Navy's Provost units have operated.

Any Jaunty worth his salt will own that, with the exception perhaps of the Discipline Section, there is nothing in Regulating that can't be done by a half-competent Junior Writer.

Filling in forms, pushing paper and peering into VDUs is their part of ship. So why not slide it all on to the Scribes?

Travel warrants, leave passes, MORS, joining and drafting, the whole blistering paper-bound lot! Which is where it should always have been.

Then the branch can enter the 21st century as a fully-fledged professional police force like the others. Not a difficult feat. The L.Regs are the best, the Provost units are the best run and organised, and the Provost Marshals are the most capable. God knows, they should be. We taught the other Services how to do it.

One proviso, though — never, never the direct entry. The greatest asset the Navy has had is that every man Jack started on the other side of the fence and crossed over through merit alone. There can never be any substitute for that and any old Leading Patrolman who ever worked the beats in places like Strait Street alongside an 18-year-old National Service Redcap or Snowdrop will know exactly what I mean.

So onward and upward the branch. Let the RNP (Royal Naval Police) take on the security and policing of the Navy — for the Navy and by the Navy. — G. Toghill, Ex-Jaunty, Weston-super-Mare, Bridgwater, Somerset.

LETTERS to the Editor should always be accompanied by the correspondent's name and address, not necessarily for publication.

Stories of the sea

I HAVE been commissioned to produce a collection of post-Second World War naval anecdotes, providing a good montage of what the Royal Navy does and how it does it, told by the RN's people through their own experiences.

A supporting objective is to raise money for naval charities.

What I would like are rattling good true naval yarns, of interest to the public and fellow

sailors alike — operations or events, successes or failures. They could be sombre or funny, but wit and humour would be appreciated.

Would contributors, active and retired, please send their stories to my address. These may be complete (500 words would be a sensible maximum) or in note form. All will be acknowledged. Timescale: as soon as possible, and no later than September 30. — P. McLaren, Capt(retd), The Blue House, East Marden, Chichester, West Sussex, PO18 9JE.

MORE PENSION FOR LESS SERVICE

I WAS interested in the letter on index-linked pensions (May) and the official reply.

I joined the Royal Navy in 1939 as an Artificer Apprentice — in those days pensions were linked only to your rank/rating and length of service.

The correspondence did not deal with another problem which exists from index-linking from the period in question and which applies to myself and a few other officers who retired in 1977 after completing additional years service. I would normally have retired in 1973 on reaching the age of 50, but extended my service by four years (retiring at age 54), so completing 33 years pensionable service.

After one year on pension, at age 55 I received my index-linking of one year. However, colleagues of similar age and rank who retired aged 50 received five years index-linking, which in 1978 gave them pensions of £400 a year more than mine — for four years less service. This gap in pension has increased considerably in the years since.

In reply to your correspondent it was stated that, after investigation, it was considered not practicable to do anything — in other words, "Too difficult, sweep it under the carpet."

The Officers' Pensions Society has been trying for years to get justice on this problem. — W. H. Drew, Lieut-Cdr (retd), Swaythling, Southampton.

High stakes for Tuna

REGARDING the book "The Last of the Cockleshell Heroes" (reviewed in your April edition) and the time spent in the submarine HMS Tuna, I have to say that there was no encounter with a U-boat. The weather was good throughout and if I had ordered 180 feet, we would have been in dire trouble as the depth of water close-in off Bordeaux estuary is a good deal less than 100 feet!

In fact the truth was quite exciting. We had the devil of a job approaching the area unseen because we had to thread our way through a huge fleet of French fishing vessels, and we spent about 36 hours in one of our own minefields, laid by the RAF.

The disembarkation actually took place about two miles

from a German patrol vessel, lying stopped in the exact position originally chosen for the spot. We were confident that our look-out would be much more efficient than theirs so long as we kept stern-on.

However, I'm sure the rest of the book is more accurate and I wish it the best of luck. — R. P. Raikes, Lieut-Cdr. (retd), Captain of the Tuna, North Curry, Taunton.

First triple Lynx trick?

CONCERNING HMS Sheffield's (April edition) "first" in having three Lynx helicopters on her flight deck, their claim is unfortunately false. I have pictures taken on board HMS Battleaxe during her 1987-8 Armilla Patrol to prove it.

I was the SMR of Battleaxe Flight during this period and we carried two Lynx of our own; the third was a visitor from RFA Tidespring which lodged with us for a while.

I well remember the logistics of playing "musical helicopters". Happily everything went smoothly apart from the problem of sand which clings to everything in the moist Gulf air. As one helicopter had to remain on the flight deck overnight (the visitor of course!) it was common to find it covered in fine red sand in the morning, and needing a good scrub before flying.

Maybe we were the first to have three on board, unless anyone else knows different? All this and still no SMR pay! — R. A. Shadbolt, Ex-CPOAEM(M), Somerton, Somerset.



Gone are the days when returning to Civvy Street was cause for celebration.

Nowadays it could well prove to be the most inhospitable environment thousands of members of the Armed Forces will have ever had to face.

Due to Defence cuts it's here that they and

Where survival training for thousands of Service personnel is now needed most.

their families will soon find themselves looking for homes, jobs and help.

Fortunately, SSAFA/FHS are just around the corner. Our 6,000 trained volunteers can help ex-Servicemen and women and their families survive in such circumstances.

By providing confidential advice concerning all resettlement problems. As well as support in times of bereavement, disability, illness, loneliness and old age.

So, next time you've a problem, no matter what it is, remember that handing out friendly, unbiased help is always right up our street.

If you think we can be of service, please don't hesitate to contact your local SSAFA/FHS branch (see your UK local phone book) or SSAFA Central Office at Room 18, 19 Queen Elizabeth Street, London SE1 2LP. Alternatively, telephone: 071 403 8783.


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PULLING IN THE POUNDS

OARSMEN from HMS Dryad clocked up a 188-mile cross-Channel dash in only 11 and a half hours to raise money for the British Olympic Team.

Unfortunately they did not make it into the record books as they crossed from Portsmouth to Le Havre — and back again — using two rowing machines on board the P & O ferry Pride of Hampshire.

WO Steve Wills, CPOPT Steve Penberthy, LPT Dean Steer and PO(M) Spike Hughes took part in the marathon session while LWRENS

Nicky Stewart and Jo Spence and PO(M) Hughes' wife Tracie kept up morale during the long haul, persuading passengers on board to donate some of their holiday money to the Olympic appeal.

Thanks to sponsorship and money collected en route HMS Dryad raised £400.

Pictured on board the Pride of Hampshire are, from left, WO Steve Wills, LPT Dean Steer, PO(M) Spike Hughes and CPOPT Steve Penberthy; front, LWREN Nicky Stewart, Mrs Tracie Hughes and LWREN Jo Spence.

Picture: LA(Phot) Chris Brick.



Every dog has its day

FOR naval and civilian personnel at the Module Repair and Calibration Facility at Clyde Submarine Base the number 13 is far from unlucky.

Their latest fund-raising efforts brought in £1,000 for the Guide Dogs for the Blind Association, providing sufficient money to buy the 13th guide dog from the MRCF.

The cheque was presented by deputy officer in charge Lieut.-Cdr. Barrie Downer (centre), to Mrs Christine McGlashan (left), of the Helensburgh and District branch of the association, who brought along trainee guide dog Cappa.

ANYONE FOR POLO?



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Helping Hands

Broadsword to the rescue

WHEN AB Dick Emery was paralysed from the neck down after a swimming accident in St Kitts, in the West Indies, at the end of February, the ship's company of HMS Broadsword, in which he was serving, raised an incredible £5,580 to help both him and his family.

Fund-raising events which took place during their 16-day passage home included an auction of lots — dinner with the captain, the use of his bath, becoming executive officer for the defaulters' table — a village fete and a sops opera, which was given a whole new dimension thanks to the Wrens serving on board!

LWEM Bob Nixon experienced the loneliness of the long-distance runner when he was sponsored to run as many laps of the upper deck as he could in one go.

Starting at 1600hrs., and running through the night to avoid the worst of the tropical heat, Bob completed 960 laps, an estimated distance of 76 miles, before stopping exhausted at 1030hrs. the following day.

As he was so close to achiev-

ing 1,000 laps his messmates ran the next 39 laps and Bob himself returned to round it all off with the final lap, raising over £1,000 in the process.

HMS Ariadne, who sailed in company with the Broadsword, also donated £850 to the fund which will be further boosted by the proceeds of a sponsored run from Devonport to Chi-

chester, the Broadsword's affiliated town.

Anyone wishing to make a donation is requested to send a cheque payable to The Welfare Fund, HMS Broadsword, to The Welfare Fund Treasurer, HMS Broadsword, BFPO 240, enclosing a note specifying the money is for the AB Emery Fund.

IN THE SADDLE

ROYAL Marines from 42 Commando serving in Co. Fermanagh, Northern Ireland, raised £650 to enable the Enniskillen branch of Riding for the Disabled to buy a new pony.

The money was raised from sponsored runs, donations and by raffling a bottle of House of Commons whisky donated by John McWilliam, MP for Blaydon, and James Cran, MP for Beverley on Humberside.

□ □ □

Twenty ships have already volunteered to take part in the Macmillan Mile Challenge but there is still time for other ships and establishments to help raise money for the Macmillan Nurse Appeal.

Organisers are hoping a million people will take up the challenge to cover a mile — in no matter how unusual a way — and donate £1 towards the charity during June 6-14. For further information contact Jill Phillips, Cancer Relief Macmillan Fund, Anchor House, 15-19 Britten St., London SW3 3TZ (tel. 071 351 7811).

By Jupiter! It's hot work



TAKING a well-deserved break after an exhausting morning mixing cement is six-year-old Rhiannon Johnson, of St Thomas, Barbados, who is pictured with her willing bunch of "navvies" from HMS Jupiter.

During a visit to the island the ship's company gave a helping hand to staff, students and parents from St Gabriel's Anglican Church School who were clearing an adjacent site for the construction of a new school building.

Under Rhiannon's strict supervision HMS Jupiter's "volunteers" laboured long and hard under the Caribbean sunshine and at the end of the day they had secured walls and buildings on the property.

Just what the doctor ordered

GIVING the thumbs up to HMS Dolphin's "eggcellent" collection of "nutty" is LMEM(M) Terry Forde.

He was among personnel at the submarine base who responded to a call from the Britannia Building Society for donations of chocolate eggs to give to children and elderly patients in local

Portsmouth hospitals.

"Egged" on by such a worthy cause personnel did what was "eggspected" of them and donated edible goodies worth £200.

In addition to the normal donations a chocolate Easter scene was cooked up by POCK Lee Cullen.

Picture: PO(Phot) John Garthwaite

BLANKET COVER



CHILDREN in Albania will benefit from a delivery of food and medical supplies thanks to a "mercy mission" organised by CPOs Mick Swinburne and Stephen Child, pictured above.

The two men, who are making the 4,000-mile round trip to Tirana in their own time, hope to deliver £2,000 worth of medical supplies provided by a Gosport-based pharmaceutical company plus three secondhand NHS incubators given by a York maternity hospital.

They also intend to work for the Feed the Children team distributing from warehouses, food, clothing and medicines to the largely inaccessible and remote villages where orphanages are located.

● "All hands on deck!" was the cry at HMS Daedalus when more than 20,000 blankets arrived at the establishment for dispatch to war-torn Croatia.

The blankets, previously stored by the National Health Service, had become surplus to requirements and were available for distribution to worthwhile causes.

Instructors Bill Wilks and Sharky Ward, assisted by trainees from class B91/7M, loaded the blankets from Knowle Hospital for driver Jevscek Slavko to take to Croatia.



Helping Hands



TAKING THE ROUGH WITH THE SMOOTH

MEMBERS of 800 naval air squadron, embarked in HMS Invincible, faced a prickly problem when they

took part in a sponsored beard-growing contest in aid of the British Institute for Brain Injured Children.

For a moderate sum of £2 squadron personnel were excused shaving for the four weeks they were deployed on Teamwork 92 and despite a heavy work load, appalling weather conditions and comments from the rest of the ship's company nearly all who participated stuck with the itchy stubble.

In the end only three fell by the wayside and shaved off — at the cost of an additional £2.

On the last day of the exercise the contest was judged by HMS Invincible's Commander (Air) Cdr. Chris Waite. Prizes were awarded to AEM(WL) Nigel Starr (best beard), STD Lee Jaffrey (worst beard) and POAEM(M) Les McGregor (funniest beard) and when the squadron disembarked £470 had been raised for the charity.

□ □ □

During a visit to Pembroke dock members of the ship's company of HMS Argonaut visited their affiliated charity, the Anchorage Day Centre for handicapped adults and presented a cheque for £250.

□ □ □

The Special Care Baby Unit, at Freedom Fields Hospital, Plymouth, has received a cheque for £200 from Naval Provost personnel in HMS Drake. The money was raised from a charity bottle in the Regulating Staff Mess.

Four swimmers from HMS Drake and HMS Defiance took part in the BT National Swimathon and raised over £150 for the Macmillan Nurse Appeal, Mencap and the RNIB.

After organising a speed snooker competition in aid of Muscular Dystrophy, LAEM Steve Temperton, of the security section, HMS Osprey, took up his cue and clocked the fastest break to win first prize. Steve managed to pot all the colours in the correct order in only 35 seconds and raised £130.

Budding snooker players from HMS Daedalus also took part in the nationwide competition, sponsored by Pearl Assurance, and the fastest time was recorded by NA(SE) Alan Ashby who cleared the colours in 54 seconds. During the competition HMS Daedalus raised £135.50.

□ □ □

Young officers from Britannia Royal Naval College gave a helping hand to the 1st Dartmouth Scout Group when they rebuilt their assault course and cleared ground surrounding the scout hut. The task was under-

taken by members of the college consolidation course who replaced safety ropes, levelled ground and rebuilt the log bridge.

□ □ □

Officers from the technical school in HMS Collingwood sponsored their wardroom stewardesses to wear fancy dress at a social evening and raised £190 for the Harefield Heart Transplant Trust.

□ □ □

While on deployment to the USA HM submarine Talent was tasked with demonstrating her UAP electronic warfare. Representatives from RACAL, the company that builds the equipment, flew out to Fort Lauderdale to assist with the demonstrations and as a "thank you" to the Talent they donated £500 to the crew.

The money was passed on to the Talent's affiliated charity, the League of Friends at the Royal Shrewsbury Hospital which helped buy a blood pressure/pulse monitoring unit.

Didn't they do well?

PUTTING their best feet — and their best wheels — forward are a team of enthusiastic runners and riders from HMS Intrepid who took part in a five-day event raising £3,000 for the Winston Churchill Ward at Great Ormond Street Hospital (GOSH).

Generation Game hostess Rosemarie Ford, along with Flag Officer Portsmouth Rear-Admiral David Bawtree, set them off on the first leg to Plymouth where they were met by the

management of Ridgewood Industries who, with the ship's company, jointly adopted the neurological ward at GOSH.

After an overnight stay at RN air station Yeovilton the team began the long trip to London to visit children on the ward and then it was back to Portsmouth to be met at the finishing line by HMS Intrepid's commanding officer Cdr. Ron Lang and Rosemarie Ford.



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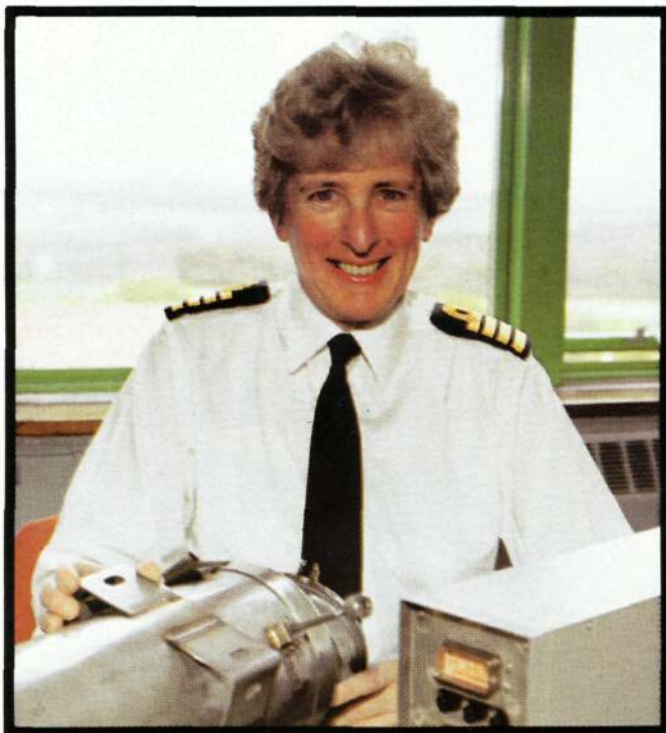
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Shopping for the Service



A NOTABLE first for DGSW(N) is the arrival at Portsmouth of the first WRNS officer to take up a post as Assistant Director level in the Procurement Executive.

Capt. Julia Simpson is responsible for the procurement of all ship and submarine communications equipments and systems afloat and is busily getting to grips with projects ranging from radio transmitters and receivers to the integrated communication systems for the future frigate and the replace-

ment amphibious assault ships.

A physics graduate, Capt. Simpson is a former project manager for the OPCON system at Northwood. Her last post before Portsmouth was Deputy Secretary to the International Military Staff at NATO HQ in Brussels.

Ruby Wax sets seal on launch

LRO(SM)s Peter Moody (left) and Andy Wheeler (COMCEN Whitehall) came in for the full Wax treatment when they attended the launch of a national recruitment drive for the Macmillan Mile Challenge, a £20m appeal for the Macmillan cancer nurses.

Comedienne Ruby Wax is the girl on top in the photograph. She and fellow celebrities, including model Jerry Hall (Mrs Mick Jagger), joined forces with sailors, guardsmen and London traffic wardens at the launch.

To the delight of Challenge patron Olympic athlete Liz McColgan, some 200,000 have already signed up to walk a mile for the cause — including members of the ships' companies of 20 RN vessels. (Also see *Helping Hands* page 8).

Picture: Press Association



People in the News



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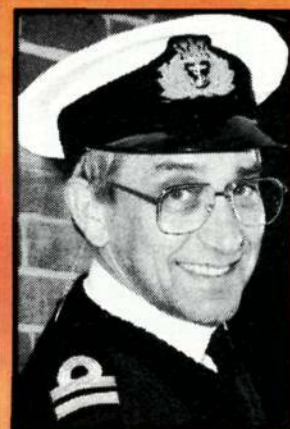
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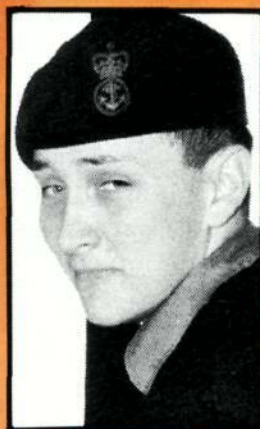
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Alan Walker Snr.

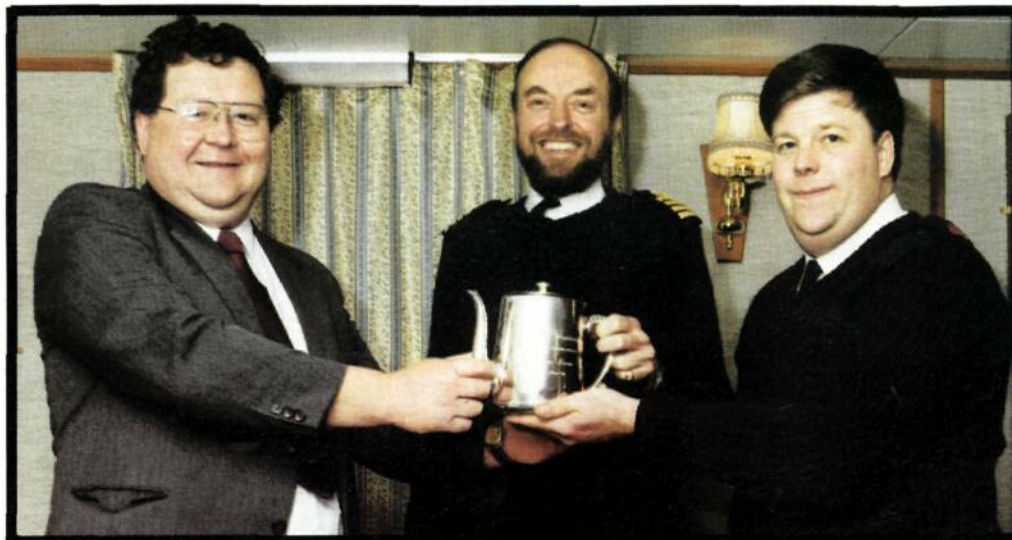
WALKER IN FATHER'S FOOTSTEPS

LIEUT. Alan Walker and his son, also Alan, a Weapon Engineering Artificer, are serving together in the Technical School at HMS Collingwood. Alan Snr. has been an instructor there for the past five years. He joined the Royal Navy 28 years ago as an apprentice at HMS Raleigh. Alan Jnr. joined Collingwood in September 1991, after completing his basic training, also at HMS Raleigh. In due course he hopes to gain a commission just like dad.



Alan Walker Jnr.

Co-operation to a tea



WHO'LL be mother? Capt. Derek Anthony and POMEM Robson both have a grip on the shiny new teapot presented to HMS Cumberland by Mr Jeff Amery of Thorn Security.

The company had installed a new analogue addressable fire detection system in the frigate. It was the first system of its kind to be fitted in a Royal

Navy warship and the company wanted to give a memento in recognition of co-operation received while work was underway.

A new teapot for the ship control centre watchkeepers was deemed the most appropriate and useful item and was gratefully received.

MAMMA MIA!



A HUG and a kiss from Mamma was WO(MAA) John Cole's immediate reward for rescuing a little Italian girl who had fallen into the San Marino Canal in Venice and was in danger of being swept away by the tide.

John, currently Assistant Naval Provost Marshal, Plymouth, was visiting Venice in HMS Fearless. Emerging from the canal after the rescue, he was thanked effusively by the child's mother and presented with a large brandy and a wool-

ly hat! On returning home another presentation was in store for him. Capt. Mike Thomas, the Captain of HMS Drake, handed him a Commander-in-Chief's Commendation, marking his initiative and courage.



A smooth operator

WREN Telephonist Kelly-Jo Griffiths has been judged the most consistently courteous and efficient operator in the Service and presented with the Irene Murphy Trophy.

Awarded in memory of the late CWren Murphy, the trophy highlights the credit the winning operator has brought on herself and her establishment. Kelly-Jo is currently serving at RN air station Culdrose and

she received the cup from the commanding officer, Capt. Chris Quarrie.

She joined the Royal Navy in January 1990 and in her spare time is a keen sportswoman.

NATURAL SELECTION OF DARWIN FOR TOP FLEET HONOURS

TWO Royal Navy exchange officers have shared in the glory of HMAS Darwin, a guided missile frigate which has won five major Royal Australian Navy Fleet awards, including the prestigious Gloucester Cup as the most efficient fleet unit of 1991.

Other awards were the Otranto Shield (best and most consistent gunnery/missile achievements), the Electronic Warfare Shield, the Combat Systems Proficiency Shield and the Pakistan Shield for sport.

The pommie officers on exchange in the warfare

staff are Lieut.-Cdr. Nick Barker PWO(U) (TASO) and Lieut.-Cdr. Steve Smith PWO(A) (GUNS).

Currently deployed to the Middle East for her third Gulf tour, HMAS Darwin is commanded by Cdr. Martyn Bell RAN.

DARING YOUNG MAN FLIES AGAIN

FIRST World War aviator William Argent DSM was taken for a spin in a Scout helicopter piloted by Capt. Mick Goss of the Army Air Corps.

Mr Argent was attending the last full reunion of the Royal Flying Corps at Netheravon airfield in Wiltshire.

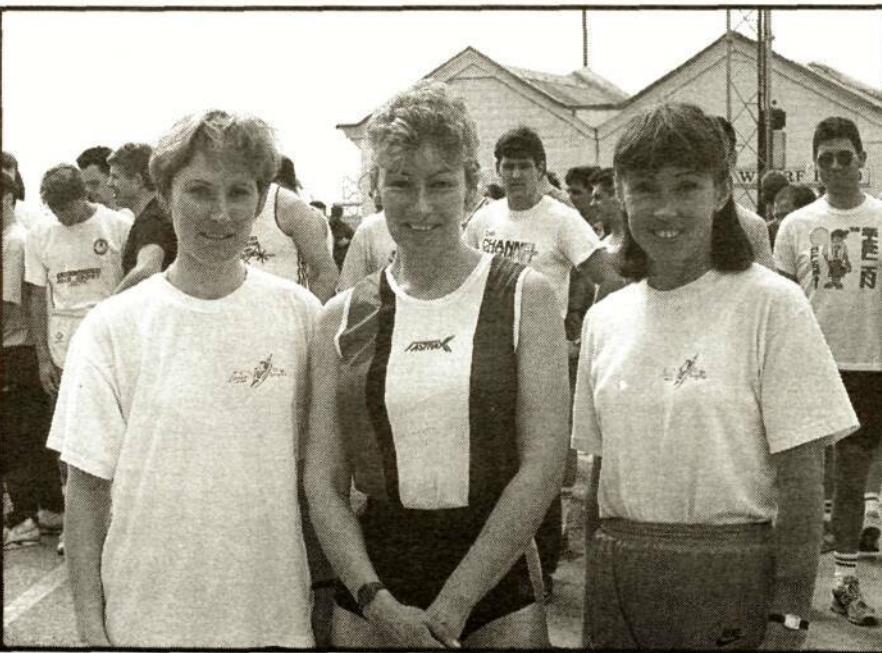
The veteran flier won the Distinguished Service Medal while flying with the Royal Naval Air Service, forerunner of the Fleet Air Arm.

Picture: Mike Perring, Solider Magazine



People in the News

SUZIE, SUZIE, SUZIE

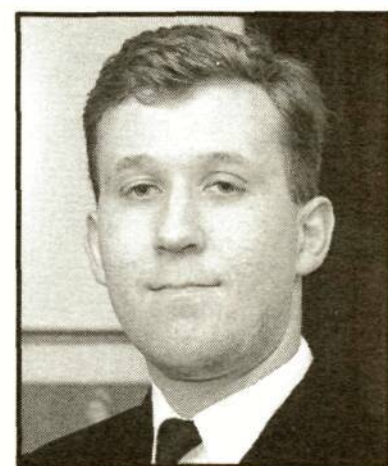


NOW that's a coincidence... three of the many ladies taking part in the annual Gibraltar Naval Base Rock Race went by the same name — Sue Taylor.

Not only that, but the Suzies almost had the event sewn up. POWren Sue Taylor (centre) was the first lady home, while Mrs Suzie Taylor (left) finished not long after-

wards in third place and Mrs Sue Taylor was fourth.

In all 89 runners legged it up the Rock. First place was shared by Flt.-Lieut. Geoff Russell and Cpl. Dave Reed of RAF Gibraltar, who each covered the distance in 23 minutes 48 seconds.



Winning essayist

SECOND Sea Lord, Admiral Sir Michael Livesay has presented Sub-Lieut. Andy Yeomans (RNEC Manadon) with a naval sword to mark his success in the White Ensign Association Naval History Prize essay competition, sponsored by Allied Lyons.

Andy's winning essay was on *The U-boat Battle of 1943*. The History Prize, again offered this year, aims to promote interest among younger officers in the broader aspects of maritime matters and the lessons to be learned from history.

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Sultan's Disney world

THANKS to the hard work and spare time of two Gosport submariners, based at HMS Sultan, a new creche has been decorated in style for the Sultan Wives' Club.

LMEA(EL) Bruce Carter and POMEA(EL) Colin Smith, pictured with creche helper June Thomas, transformed the room with Disney characters and a Wendy House.

The money for the project was raised by the Club which is open to all naval wives. For further details about opening times contact Andrea Marr on Gosport 581465.

Thanks from PT's family

WHEN LPT Tony Partridge was killed in an accident at Shag Cove, on the Falkland Islands, in October last year friends and colleagues rallied round and set about raising money for his young son Danny, with many of the fund-raising events featured on our Helping Hands pages.

As a thank you for the kindness and consideration shown to his family his parents, Jill and Fred Partridge, have written to Navy News.

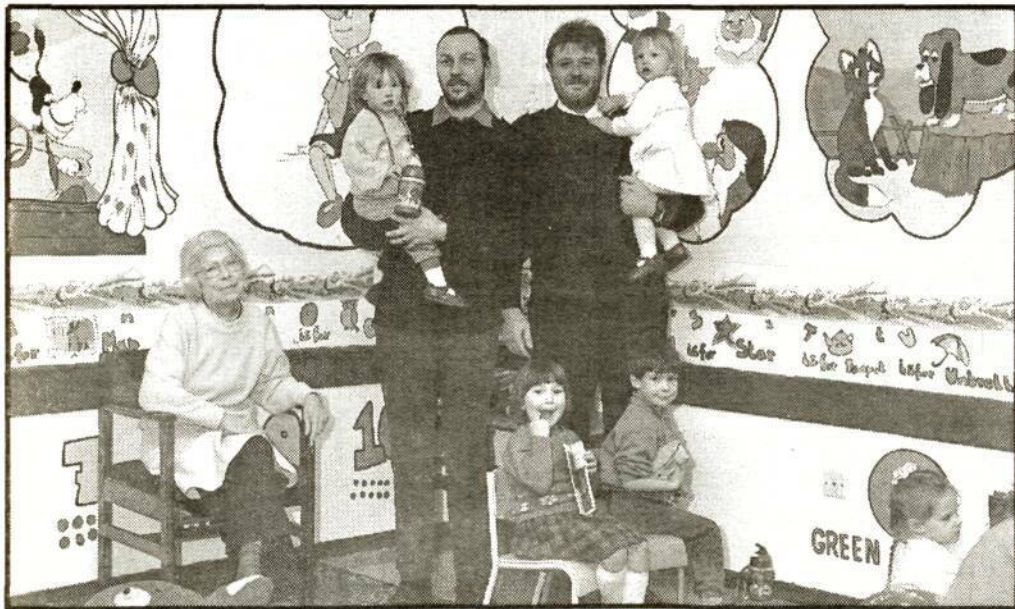
"We would like to express our thanks to all naval personnel who have been so kind and helpful to my wife and I since the tragic loss of our son.

"As well as leaving a devastated mother and father Tony also left his young wife Lorna and son Danny, who was one-year-old the day after his father's funeral.

"Tony enjoyed every minute of his 10 years in the Navy and lived life to the full and his personality and character were a credit to his training at HMS Temeraire.

"Our thanks go out to staff and friends at Temeraire for their support to Tony's wife and son.

"Special thanks must also go to the Servicemen and women and civilians on the Falkland Islands."



POEM FROM HOME

THE boost to morale provided by correspondence between ship and families is illustrated in this poetic exchange between a naval wife and the commanding officer of a ship recently busy on exercise in northern waters. (And it comes just after a Navy News letter from a father saying how much he enjoyed ship newsletters — when he got them).

To the commanding officer of HMS Argonaut Mrs. Tricia Jones wrote from Plymouth:

*In this season of rain and gale
Just a word about the mail —
It seems to me somewhat absurd
We sit at home without a word
Whilst Argonaut plays games
... and carriers and other tubs
I realise it is our fate —
You go to sea, we sit and wait.
But solitude would be much
better*

*If now and then we got a letter!
Yours faithfully,
(and hopefully, if not too
charitably!)*

In response, Capt. Rob Stevens, commanding officer of the Argonaut and Capt. F7, wrote:

*Dear Mrs Jones, it was a joy
To get your letter in Dundee.
We often find when we deploy
That mail is sent infrequently.*

*We try our best to keep in touch
Though sea may rage and wind
may roar,
But postmen don't exist as such
To take the mail from ship to
shore.*

*For weeks on end we do not hear
Of how our friends and loved
ones fare*

*A single weeks seems like a year,
Cut off from those for whom we
care.*

*But be assured, as I conclude,
We understand your solitude.
I sign this day, in Dundee port,
Rob Stevens of the Argonaut.*



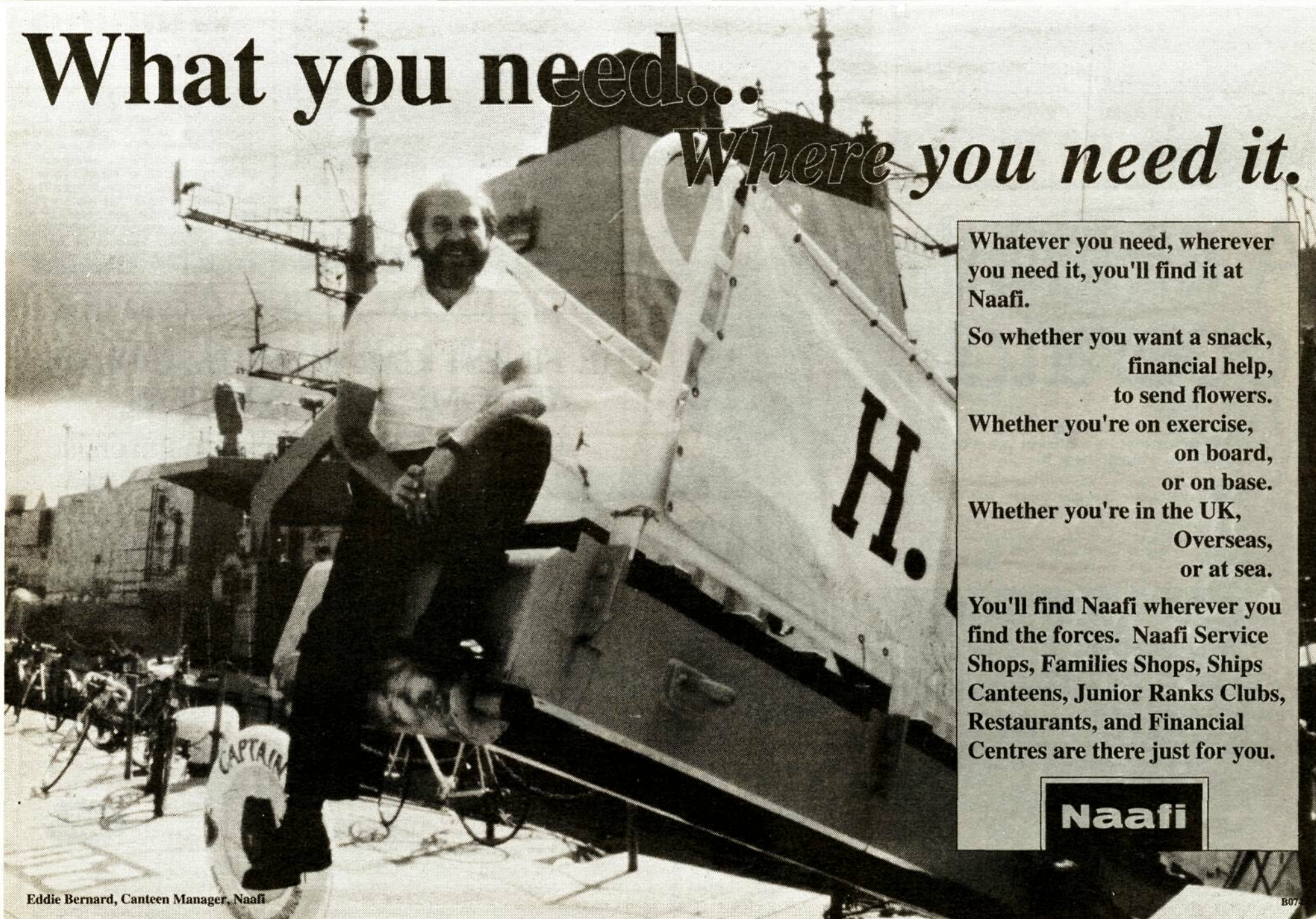
Medics join forces in Gib

WITH a little help from the Navy, Army and Royal Air Force Commander British Forces Gibraltar Rear-Admiral Geoffrey Biggs is pictured opening the new Joint Services Medical Centre, the joint GP clinic for 2,200 Service personnel, UK-based civilians and their families.

The clinic has a staff of 12 and its services include well-woman, antenatal and family-planning clinics, minor surgery and a dispensing facility.

The practice liaises with social workers of the Naval Personal and Families Service and SSAFA who provide a wide range of welfare facilities.

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Computer helps to find a home

A COMPUTER system gift will allow SSAFA to collate a database of information about housing across the UK which Service families can use to help them find a house.

The IBM AS/400 system was handed over by Sir Anthony Cleaver, chairman of IBM UK, to Admiral Sir Peter Herbert, SSAFA chairman, in May and commissioned at SSAFA's Central Office in London.

Already working to put Service families in touch with housing providers, the donated equipment will assist the SSAFA Housing Office to supply details of letting accommodation, low-cost homes and up-to-date information about other housing opportunities in the UK.

The system has been developed and implemented with the support of Skynet Computer Services Ltd.

The Housing Advisory Service complements the existing range of SSAFA services which are run on an IBM system installed about eight years ago.

Admiral Herbert said: "The Housing Advisory Service has been planned for many months and is a very necessary addition to the range of services that SSAFA can offer all Service families."

Ark's pair of high-flyers

AS HMS Ark Royal underwent her COST trials at Portland Sub-Lieut. Allison Machin and AEM(M) Nigel Machin found themselves in the unique situation of brother and sister serving on board the same ship.

Allison, a Seaman Officer, is serving in the Ark before beginning her Officer of the Watch course in the autumn — her own ship, HMS Liverpool, is undergoing refit in Rosyth.

Meanwhile brother Nigel, who has been in the FAA for two-and-a-half years, is serving with the front line Sea Harrier Sqn. 801, permanently based at RN air station Yeovilton, and stays with the ship for her visit to the United States later this year.

Everyone in HMS Ark Royal has managed to spot the family resemblance, despite the addition of AGR and anti-flash, the wearing of which became second-nature while the ship's company successfully completed a busy programme of NBCD exercises.



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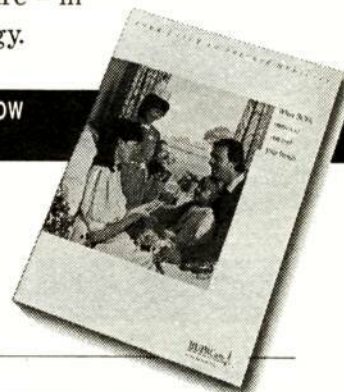
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HMS Plover to the rescue

WHEN fire broke out on the oil tanker MT Seastar in the South China Sea, Hong Kong Squadron ship HMS Plover, operating some 100 miles away, sped to the scene to assist in the rescue operation.

She arrived to find that two of the crew had been killed in the initial explosion and that a passing British cargo ship had taken on the 26 survivors, including the ship's master. These were all transferred to the Royal Navy ship.

With Seastar still burning fiercely in a major shipping lane, HMS Plover remained nearby to warn other vessels of the danger and, although not specifically equipped for fighting major fires, poured thousands of gallons of water onto the burning ship from a close-in position.

Ripped open

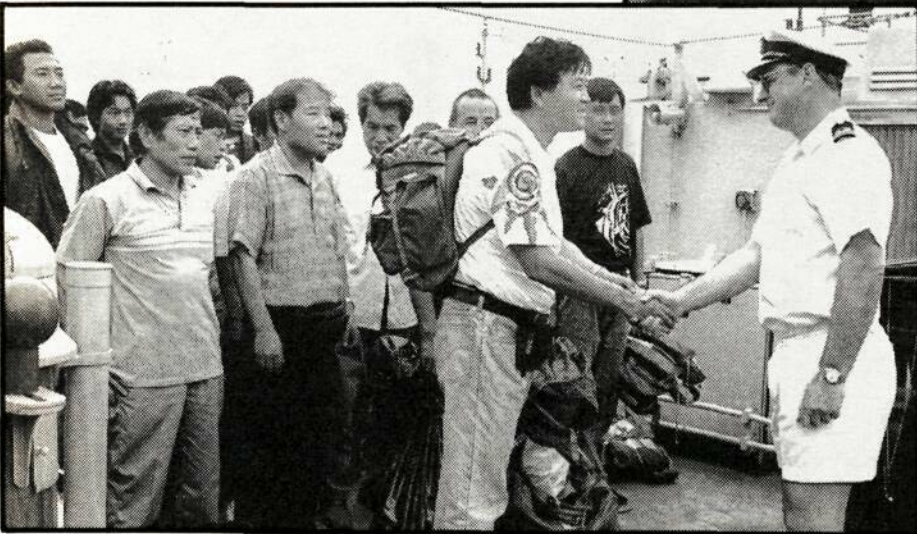
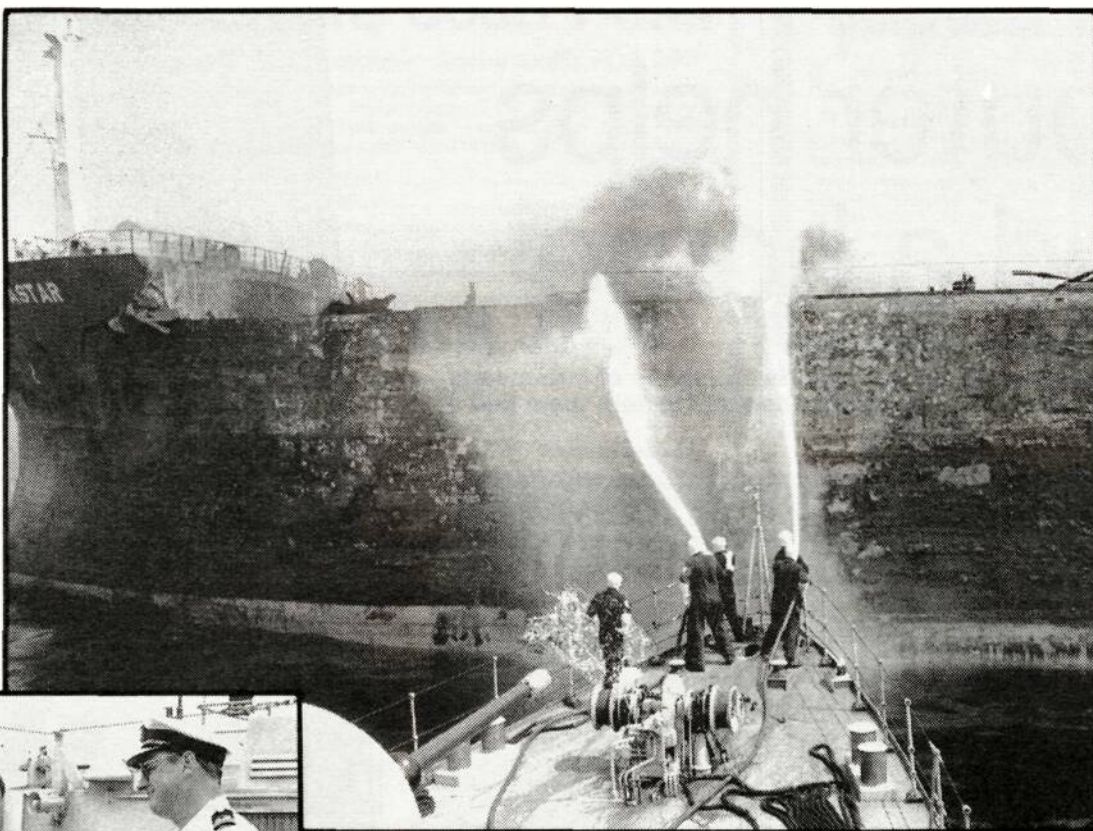
After nine hours, with the fire out and the hull cooling, boarding parties attempted to restore power, but the ship was later taken in tow by a tug, while Plover returned to base with the survivors.

PO Mel Dougary, with the first boarding party which located the body of one of the victims, described the Seastar as "looking like a sardine can that had been ripped open."

Photographs:

Right, directing her hoses on the still-burning Seastar, HMS Plover manoeuvres close too.

Below, survivors from Seastar, led by the ship's master, Mr. Ho Sheng, thank HMS Plover's commanding officer, Lieut.-Cdr. Ian MacKenzie, back in Hong Kong.



TRAWLERS AT WAR

MEMORIES of a sometimes-neglected aspect of war at sea abound at the newly-opened "Trawlers at War" exhibition at Grimsby, where the dramatic effects include coming under fire on a trawler's gun deck and abandoning ship.

Later, in the claustrophobic confines like a U-boat, visitors can experience the noise and shudder of being depth charged. As the brochure says, "Achtung! This exhibition is unsuitable for people of a nervous disposition."

There is plenty of naval memorabilia to remind and inform as the exhibition relates the gripping story of the RN Patrol Service in two World Wars. It runs until next January 21 at the National Fishing Heritage Centre, Alexandra Dock, Great Grimsby.

The
name's
the
same

FIRST Sea Lord Admiral Sir Julian Oswald met up with his namesake when he visited DGST(N) Headquarters at Ensign, Bath to formally launch the new Voice Response Information System, named OSWALD — the On-line System for World-wide Access to Logistic Data.

The new system enables authorised users, with their own PIN numbers to dial in using the conventional telephone and obtain immediate stock availability for all types of naval stores. The system links in with the CRISP computer translating its information into a simple spoken message, such as "Your requirement can be satisfied by a single issue from Devonport."

Finish
with
engines

CLOSURE of the RN Diesel Repair Depot, Blackbrook Farm, Fareham, announced in 1991, has now been completed.

Its repair work history goes back over 50 years to 1940-41 when Vosper of Portsmouth purchased the farm site after being awarded Admiralty contracts. From 1946 the Admiralty shared the site, taking it over in the early 1950s.

Over the years the depot has dealt with a range of both petrol and diesel engines used by various maritime services.

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God moves in NMS ways

NAVAL Chaplaincy Services have now been united in terms of naval management — but in ecclesiastical terms the three denominational groups remain separate.

The Directorate General of Naval Chaplaincy Services has been established in response to the challenge of the New Management Strategy. However, the new structure will not impinge on the normal chain of command in which all chaplains will continue to be subject to the executive authority of their commanding officers.

An announcement outlines the structure of the NCS, which will be administered by a Director General (who may be of any denomination), supported by two Directors, who will form a board of management.

At all levels all chaplains will continue to have direct access to their commanding officer to represent strictly denominational matters.

The new structure's secondary purpose is to promote ecumenical relationships within NCS. Though legally restricted by the para-

meters set by their UK parent churches, naval chaplains are anxious to enhance and consolidate ecumenical progress so far achieved.

But chaplains are not interchangeable. Separate denominational identities will be maintained while chaplains will share as much as their churches permit.

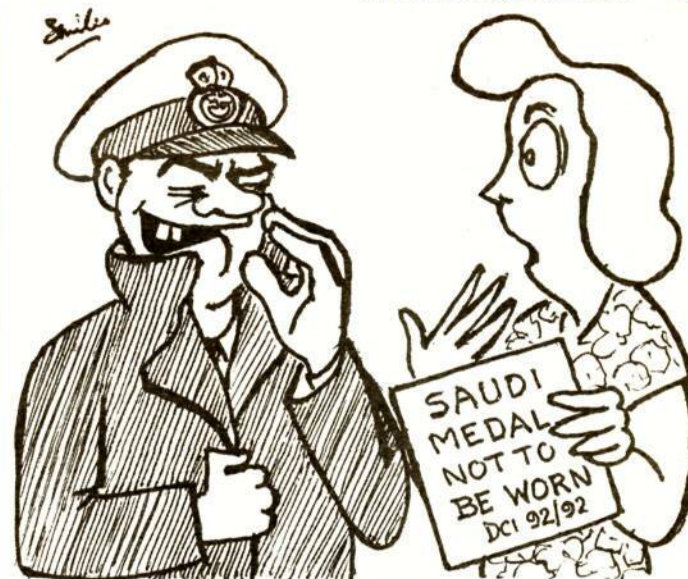
Giving practical guidelines on co-operation, the announcement describes the three types of service which chaplains are permitted to offer — denominational service; inter-denominational service; and ecumenical service.

Already accepted ecumenical occasions are Remembrance Day, Seafarers' Sunday, ship and establishment Christmas carol services, commission of HM ships and dedication of colours.

It is emphasised that the Directorate General does not impinge on lines of ecclesiastical jurisdiction and authority.

In the new structure now established, DGNCS is the Ven. Archdeacon M. H. G. Henly; DNCS (Appointing) the Rev. Bruce Neill; and DNCS (Training and Programmes) the Rt Rev. Monsignor G. Lavender. Secretary is the Rev. David Barlow.

DCI(RN) 106/92



"Psst! Wanna see my gong?"

Get Wise on DCIs

If you can read this . .

HOW deeply can the Services become involved in advertising and commercial sponsorship, increasingly familiar aspects of everyday life?

Revised guidelines on a Tri-service basis say that while acknowledgement of sponsorship may be made, Service personnel are not to be employed in the active sales promotion of commercial products.

Discreet use of on-site, inward-facing advertising material is allowed at Service venues, together with appropriate recognition of the sponsor in programmes and other relevant material.

Commercial logos must not be displayed on uniform clothing, including display suits such as flying/motor cycling/parachuting overalls, if supplied by the Service. But display suits provided by sponsors are not uniform clothing and may carry a registered logo or trademark, provided laid-down rules concerning sports clothing are met.

Rank badges must not be worn on any sponsor-supplied clothing/display suits whether or not a logo is carried.

Sports clothing and equipment may bear only one registered logo or trademark of an advertiser or manufacturer. The name of the advertiser or manufacturer may not be worn except where it is incorporated into the logo. The size of such registered logo or trademark is not to exceed 81 square cms and the Service/Corps/Unit identity must predominate on sports clothing.

Sponsorship from tobacco companies is not permissible in respect of Service events attracting, or which may attract, a high public profile for Service participation. In all other events sponsorship can be accepted provided that the Service guidelines concerning overall sponsorship are not breached.

DCI(JS) 42/92

Badge of youth

ARRANGEMENTS have now been made for supply of white

badges for young officers undergoing training in the Fleet. Forthcoming introduction of these badges was reported in an announcement last year concerning the revised training structure for officers.

The new shoulder badges will be introduced from September 1 to new entry officers at BRNC Dartmouth, and nearly all young officers in the Fleet should be wearing them by summer 1993.

DCI(RN) 111/92

IAM supply route

THE Institute of Administrative Management provides a forum for cultivation of business management, with membership spanning a range of administration from board level through departmental managers to self-employed administrators and others.

In addition to the usual Institute/Royal Navy entry criteria, recent contact by the RN Supply School has resulted in some special entry arrangements, which include an avenue for retrospective awards.

DCI(RN) 99/92

Words of praise

THE Commander-in-Chief Fleet's journal prize, an annual award to encourage improvement in the standard of written work presented by junior officers, has been made to Sub-Lieut D. D. G. Buckley, who receives £100 and two years membership of the Naval Review.

Runners up, who receive £10 and two years membership of the Naval Review, were Lieut. T. J. C. Garner, Lieut. N. A. Ferguson, Sub-Lieut. C. M. Green, WRNS, and Sub-Lieut. A. M. Bark.

DCI(RN) announcement dated March 27 1992

Aircrew are extended

SUPPLEMENTARY LIST aircrew on 12-year SCCs have until now been precluded from extension of service beyond compulsory retirement age or normal length of commission.

Now, to ease difficulties in maintaining sufficient strength of aircrew, a limited number of officers serving on 12-year SCCs may be considered for extensions of service where there is a specific management need.

DCI(RN) 108/92

Hit for six

THE Sixth Frigate Squadron will amalgamate with the Seventh on June 30 and be known as the Seventh Frigate Squadron. HM ships Scylla, Juno and Andromeda will transfer to the Seventh on that date.

DCI(RN) 98/92

Medals to be worn — others just to keep

THE QUEEN has given approval for the Saudi Liberation of Kuwait medal to be accepted as a keepsake, but it should not be worn.

The same conditions will apply to any campaign medal offered by other Coalition partners, including those presented by Commonwealth governments and the USA.

The Saudi medal will be issued to eligible personnel through single-Service arrangements to the following categories of people who qualify for the Gulf Medal 1990-91 with clasp 16 Jan to 28 Feb 1991.

British Service personnel: RN, RM, Army and RAF regular and reserve personnel on the attached or posted strength of units within BFME;

British citizens: RFA; the Order of St John and British Red Cross Society; Salvation Army; SSVC; SSAFA Nursing Service; Merchant Navy personnel serving in MOD-chartered vessels; NAAFI; civil aircrew operating MOD-chartered aircraft; MOD accredited war correspondents, photographers and artists; UK-based members of the Civil Service serving either on permanent or attached duty, including RNSTS; contractors authorised by MOD who directly supported British units.

Foreign nationals: Chinese laundrymen serving in HM ships and the RFA.

New claims are not required as issues will be made against claims already made for the Gulf Medal 1990-91 with clasp.

DCI(GEN)92/92

ACCEPTANCE and unrestricted wearing of the United Nations Iraq-Kuwait Observation Mission medal by members of UK Forces who have served in this mission has been approved by the Queen.

The medal will be worn with British war medals in the order of the date of the award.

It is granted to personnel who have served in Iraq and Kuwait with the mission for 90 days.

DCI(GEN) 93/92

CHANGES to qualifying conditions for the General Service Medal 1962, clasp Northern Ireland, have been approved by the Queen.

These changes extend qualifying conditions for the award to Regular Forces personnel filling established Regular Forces permanent staff posts in Services Reserve units in Northern Ireland.

The extended conditions also cover uniformed professional members of the following welfare organisations: Women's Royal Voluntary Service; Order of St John of Jerusalem and British Red Cross Society; Joint Committee Service Hospitals Welfare Department; SSAFA, Community Health and Social Services; Soldiers' and Airmen's Scripture Readers' Association.

The change in the qualifications is retrospective to August 14 1969.

DCI(JS) 22/92

High-flyers together

THE Inter-services hang gliding championships will be held on South East Wales flying sites between July 24-27, with a training period from July 15-20.

The championships include an Inter-Service team trophy competition; Joint Services individual championships in novice, intermediate and open classes; and the Royal Navy individual championship.

There is also a Joint Service adventure training hang gliding expedition to the mountain regions of Spain from July 28-Aug 15, aiming to provide pilots with experience of high mountain flying and thermal conditions. It is also intended that pilots complete tasks towards various qualifications.

Applications are due by early June, although later applications may be considered at the discretion of the exped leader.

DCI(JS) 34/92

BACKPACKING OR KAYAKING

THE British Schools Exploring Society takes young people in the 16-20 age group on expeditions to Arctic and sub-Arctic venues and sometimes to warmer countries.

The society aims to complete a programme of adventure-related scientific field work, enabling young expeditioners to work as a team and contribute to the expedition under testing conditions.

In 1992 major expeditions will include Iceland, Greenland and Russia (kayaking on the White Sea).

Beginning in August the society will mount three consecutive four-month long phases of an Arctic year expedition to Svalbard. Six-week long summer expeditions will also be mounted to British Columbia and Svalbard in 1993.

Service personnel who wish to take part in a BSES expedition and can be spared by their parent unit may apply. Successful applicants will be granted adventurous training status, enabling them to apply for a grant. A personal financial contribution is also required.

DCI(JS) 31/92

THE 1993 Joint Service scientific expedition to the Upper Rappaculo, Belize, a collaborative venture between the British Services and the Natural History Museum, will continue a programme of tropical field studies started in 1991 by the first expedition.

Men and women volunteers from the Services are sought for the unlimited number of places with applications to be submitted by June 30 this year. The announcement provides full details, including application procedure.

DCI(JS)33/92

A JOINT Services expedition is to attempt to traverse the 300km long Mielo Patagonico del Sur in Chilean Patagonia in May-June next year.

Described as a ski-mountaineering expedition of a very strenuous nature in one of the most remote parts of the world, it aims to cross the full length of the ice cap in around 30 days of continuous skiing and walking.

Twelve men and women are needed to make up the team, which will consist of nine ski/walkers and three on the support team.

DCI(JS) 44/92

SIXTEEN legs are involved in the Joint Services annual winter adventurous sail training exercise MEDCHASE, taking place in the Eastern Atlantic between mid-September this year and next April.

The Nicholson 55 HMSTC Dasher with 12 berths will be based in the Canary Isles for crew changes.

Previous sailing experience is not a prerequisite — essential requirements are a spirit of adventure, stamina and the ability to live in harmony with 11 others in confined, often uncomfortable and arduous conditions.

DCI(JS) 45/92

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"The object of the exercise is to 'sell' the Navy — not the damned ship, Number One!"

NEWSVIEW

Looking into medal maze

THE choice of awards made to Service personnel in both war and peace sometimes causes puzzlement and private comment. At the same time many people recognise that any system, however well organised and long established, can never be perfect, particularly in wartime, given the circumstances of battle.

A different aspect of the medals question — and sometimes a source of confusion — is the award of foreign decorations, including whether and how they should be worn. In addition, there is the apparently increasing practice of recent years of issue of unofficial commemorative medals, often commercially produced, marking events going back to the Second World War.

Change justified?

However, as far as today is concerned, a major question is whether a system which differentiates between gallantry awards for officers and non-commissioned personnel continues to be appropriate. What are the merits or otherwise, of such distinction — and would any attempt to change and simplify the procedure damage the values of a system of awards valiantly gained and proudly worn?

Change would involve close examination of the intricacies of a system involving orders, crosses and medals, and with different awards (but at the same level) across the three Services. Some senior officers are said to favour change.

Much interest

Many people know the old adage about medals "coming up with the rations", and others would point to what they believe to be brave or meritorious service which went unrecognised. Whether any change of system would affect such aspects is a different question.

To the increasing number of the population without Service connections, the whole subject may seem academic, and often Service people themselves say "Gongs don't worry me!" But the evidence points the other way, with much interest apparent not only in gallantry awards but in how a campaign or operation is recognised (or more likely why it was not). And this spreads down the line to interest in medals or other awards for meritorious or especially efficient service in peacetime.

It is a complex and, for some, absorbing topic and is likely to be studied more deeply before any change is contemplated.

EMPLOYMENT NETWORK POINTS WAY OUTSIDE

Service leavers 'Best trained workforce'

A NEW initiative called "Access to Excellence" to help people leaving the Services towards a second career aims to inform the employment market generally about the qualities of Service leavers.

There will also be an enhanced job-matching service run by MOD under the new title Services Employment Network.

Launching the campaign, the Duke of Kent told an audience of more than 200 business leaders that MOD was seeking to enter a closer partnership with employers.

He said: "The qualities and skills which we instil in our people throughout a Service career, of whatever length, are wholly transferable to civilian employment. We are promoting a scarce and valuable human resource and it is in your interests to know what is on offer."

Free service

The presentation's key points were that Service personnel were the "best trained workforce in Britain" and that many employers have had good experiences when employing Service leavers.

In the past many ex-Service personnel have had little difficulty in finding suitable jobs, but for the next three years the numbers leaving the Forces will be at higher levels.

The new Services Employment Network will be a central point of contact, co-ordinating the work of many well-established organisations such as the Officers Association and the Regular Forces Employment Association. The new network has details of

the pool of people leaving the Services, whether or not under Defence for the '90s reductions and matches them to employers'

needs in an efficient free service.

In each of the three years from April 1992 the number of personnel leaving the three Services

is just over 30,000, of whom around 3,000 in each year will have been made formally redundant.

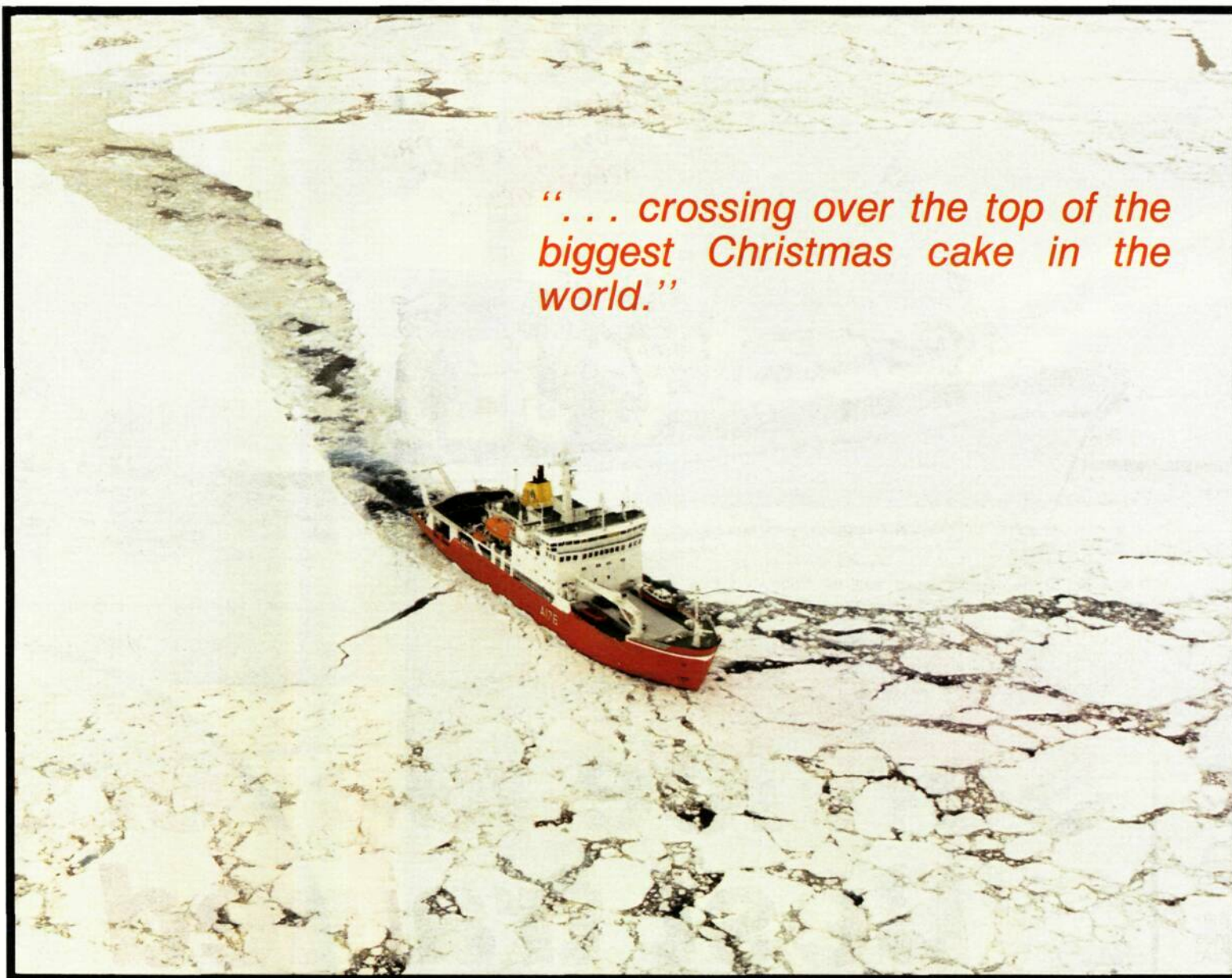
Rula gets them rolling

Flame-haired actress Rula Lenska set off the Devonport Field Gun Crew on a six mile run through the streets of Plymouth to raise £1,000 for two Saltash children suffering from muscular dystrophy. The money will help send Steven Gallagher (5) and his sister Zoe (3) on a holiday to Disneyworld in Florida.



POLAR CIRCLE'S A CRACKING SUCCESS DOWN IN THE ICE

Coming in from the cold



"... crossing over the top of the biggest Christmas cake in the world."

RETURNING to Portsmouth after a six-month deployment which took her deep into the Antarctic ice, HMS Polar Circle has evidently been a great success proving herself to be an exceptionally well-equipped vessel, ideally suited to take on the role of maintaining British sovereign presence in this important area of the world.

The Norwegian-built ship is the first icebreaker operated by the Royal Navy — both of her predecessors, HMS Endurance and HMS Protector, had strengthened hulls but were not icebreakers — and she is able to penetrate deep into the icefield, making way in ice up to a thickness of 12 feet.

Relating the experience of operating in the deep south, Capt Robert Turner, Polar Circle's Commanding Officer, described sailing in the ice as like "... crossing over the top of the biggest Christmas cake in the world".

Capt Turner declared himself extremely satisfied with his new ship and with the way his crew has performed in her, only six members having previously experienced her at sea before she set sail out from Portsmouth last November.

Then she had been chartered for just one season's deployment, but following reports of her excellent performance and potential, the Navy has now purchased the vessel outright. "She's the right ship at the right time," said Capt Turner. "The most modern of the ships in the Antarctic, she is a worthy representative for Britain, indicating the UK's strong and ongoing commitment to the region."

It's not only the Captain who's pleased with the ship, — the rest of the crew are pretty happy too. Only two years old and built specifically for taking tourist passengers into the Polar region ex-MV Polar Circle is splendidly fitted out, with thick pile carpet and five-star facilities, from the well-appointed wardroom, situated directly below the bridge with panoramic windows affording all-round viewing (formerly the passengers' observation lounge) to the junior ratings accommodation — two berth cabins with en suite shower and toilet and under-floor heating.

On her arrival back at Portsmouth Polar Circle sailed straight in to No.2 Basin in the dockyard, ready for work to commence on her prior to her next voyage south in October, work that will include enlarging the aircraft hangar so that maintenance facilities for the two Lynx helicopters are improved, davits installed to enable easier launching of the survey boats, and improvements to communications facilities.

Then, as Capt Turner stated, she will be OK for the next 25 years.

—THE LAST GUNFIGHTER—



THE LAST broadside* from a Royal Navy ship was fired by HMS Ariadne's twin 4.5 guns during her families sea-day, prior to her de-commissioning after almost 20 years service.

The end of her career heralds other "lasts of" — she is the last Gun Leander and the last ship to fire the Limbo mortar; she was the last Leander-class frigate to be built for the Royal Navy, which makes her also the last steam-propelled ship built for the Navy, so her departure truly marks the end of an era, although a few Leanders still remain in service.

Ariadne steamed over half a million miles during her naval service, in many parts of the globe, including one complete circumnavigation. For the past three years she has been a training ship for Young Officers from BRNC Dartmouth, over 260 YO's having gained their first taste of seetime aboard her.

*A broadside is defined as the firing of all guns on one side of the ship at once. As all remaining Royal Navy warships have no more than a single turret 4.5 Ariadne's claim looks likely to be a lasting one.

Photo: Ariadne's twin 4.5s fire for the last time.

Endurance once more

When she does head south once more she will do so under her new name, HMS Endurance, thus retaining the memories and tradition of her immediate predecessor, famed for her work in the Antarctic in the past 25 years, and especially for her role in the Falklands War. She herself was named after Sir Eric Shackleton's sailing ship that was crushed in the Antarctic ice early this century and from which the famous explorer made his epic journey back to safety, ensuring that all his men were saved.



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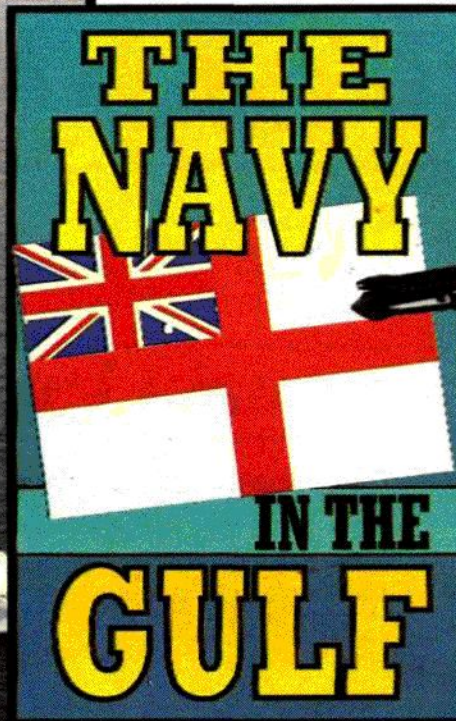
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● Above — HMS York approaches RFA Bayleaf for an over-the-bow replenishment at sea shot.

● Right — HMS York exercises with the Indian Navy ships INS Gomati and Ranvijay.

● Below — AB Steven McGowan and Seaman Missileman Andrew Ferns with the wreaths laid from HMS York to mark the 50th anniversary of the sinking of HMS Dorsetshire and HMS Cornwall.

● Bottom — Fire fighting drill on board HMS Beaver during a joint exercise with 40 Cdo RM in Gulf waters.



Currying favour

Now back in command as leader of the Armilla Group in the Gulf, HMS York has completed out of area exercises with the Indian Navy — the first of their kind for over 30 years.

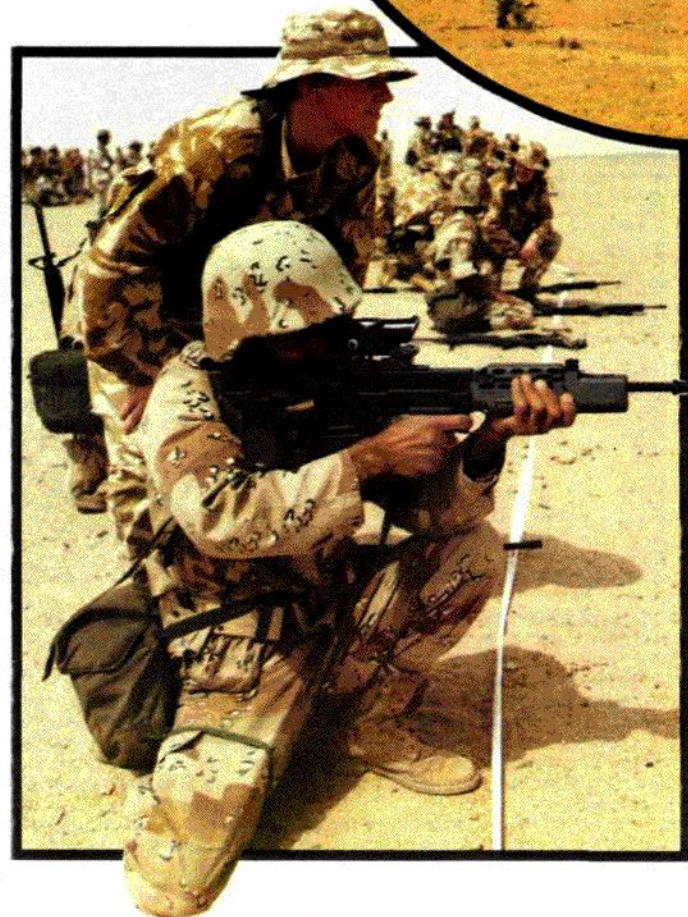
Working with INS Gomati — a Godavari class frigate built on the Leander design — and the ex-Russian Kashin II class destroyer INS Ranvijay gave the York a rare chance to see Indian ships in operation at close quarters as they manoeuvred in company, made replenishment at sea approaches and joined together in flying exercises with an Indian Sea King and an ex-Russian Hormone helicopter.

Real coup of the flyex, however, was when the Royal Navy Type 42 destroyer's Lynx helicopter of 815 Sqn landed onboard the Ranvijay — pilot was Lieut.-Cdr Jerry Stanford with Flight Commander Lieut. Steve Page.

The York had earlier carried out a Russian-style over-the-bow RAS serial with RFA Bayleaf — which also tested her 4.5 inch gun, a first for the outgoing PWO(A), Lieut.-Cdr Andy Johnson. It's what you call bowling a Yorker...

While on passage to Singapore for a self-maintenance period, wreaths were laid in memory of the sinking of HMS Dorsetshire and HMS Cornwall by Japanese dive bombers in the Indian Ocean on 5 April 1942. They had been donated by the two ships' Associations.

A chance for relaxation came with a whole-ship banyan at Bander Khyan, Oman — but the first real break will be summer leave at the end of next month when the ship returns home to Rosyth.



s go stormin' in — where camels fear to tread



TEMPERATURES of over 100F made 40 Cdo RM's camp site in Kuwait less than comfortable.

Being surrounded by unexploded bombs didn't help much either . . .

The 104 men of Alpha Company were the first British ground troops to return there since the end of the Gulf War.

They were part of Exercise Blue Falcon, conducted with the Type 22 frigate HMS Beaver and units from all three branches of the Kuwait Armed Forces — and designed to signal Britain's continuing commitment to peace and security in this troubled region.

Their tented camp in the desert, set amid the remains of abandoned Iraqi positions, was a stark reminder of the most recent threat to stability here.

Bombs and shells — some clearly visible poking out of the sand — continue to pose a considerable hazard and wandering camels are frequent casualties.

Alpha Company — nicknamed the Saints — stuck to the cleared areas for the exercises, but there was always the chance that something unpleasant might have been overlooked.

Booby traps are now rare — but even as the Marines arrived an Egyptian Embassy official lost three fingers when a device left by the Iraqis blew up in his hand as he picked it up to examine it.

Resolutely pushing such uncomfortable thoughts aside, the Marines threw themselves into a tight training schedule that started soon after their arrival. After snatching a few hours sleep they were hard at work in weapon and

survival training, desert navigation — and getting used to the Kuwaiti Army's APCs.

Three days later came a spectacular demonstration of firepower — with Kuwaiti Skyhawks joining in — that continued for nearly a week, punctuated by a day's welcome return to traditional skills in HMS Beaver — and an even more welcome Royal Navy breakfast and shower.

Bacon and eggs made a pleasant change from sheep's eyes — but the Bootnecks had eaten worse, of course, and impressed their Kuwaiti comrades by downing their share of the traditional Arab delicacy without flinching.

Their fitness and professionalism earned them new respect, too.

"Many new friends were made and we are hopeful of invitations to return," Captain Bill MacLennan told Navy News.

Let's hope it keeps fine for them next time — with maybe a bit of a breeze to cool things down . . .



Clockwise from above

● Marines from 40 Cdo taking part in Exercise Blue Falcon in the Kuwait desert.

● Kuwaiti armoured personnel carriers load up with Royal Marines.

● Live firings lit up the Kuwait desert for days on end in an impressive display of determination to uphold peace in the Gulf.

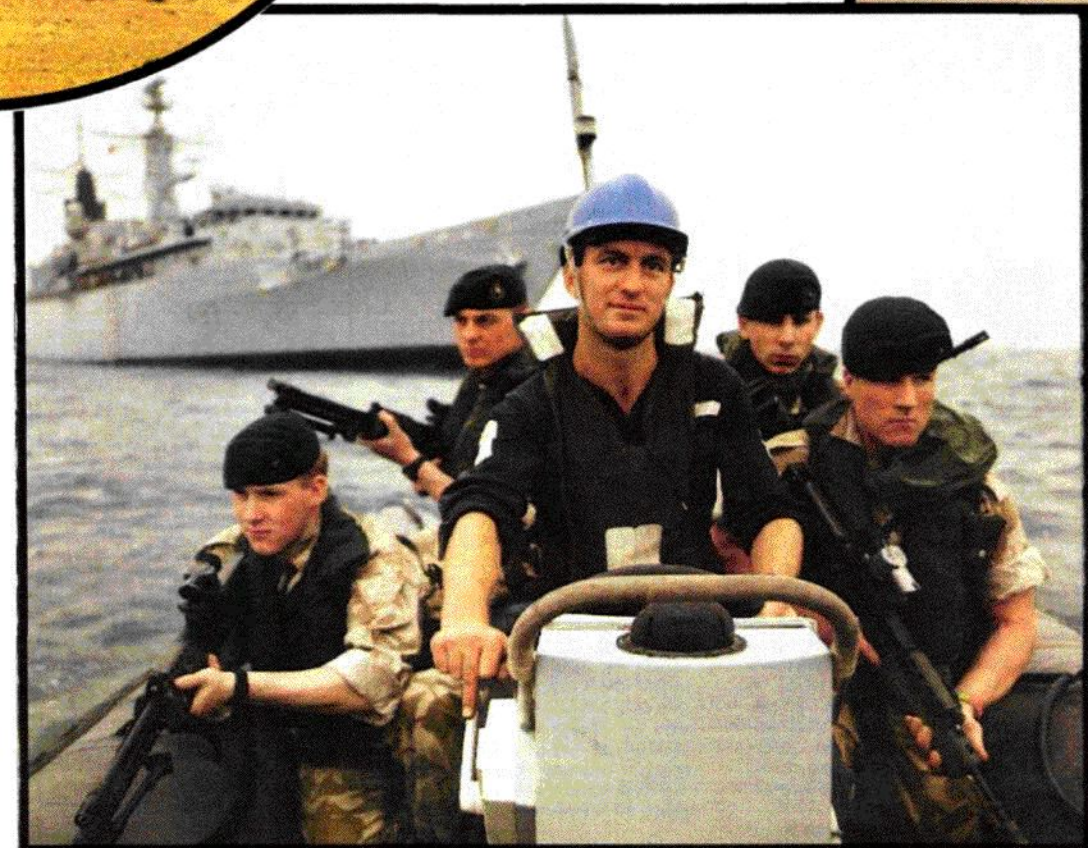
● A Royal Marine tries his hand at firing an RPG7 grenade launcher loaded by a Kuwaiti Army officer while . . .

● Boarding drills from HMS Beaver's Atlantic boat during exercises with the Kuwait Army and Navy.

● Royal Marines and Kuwaiti soldiers fire the SA80 rifle on a cross-training day.

● Inset — HMS York's Lynx helicopter prepares to land in the desert.

Pictures — PO(Phot)Al Campbell.



SOUNDS OF BATTLE

TEN years after the Falklands conflict, and a year on from the Gulf war, their anniversaries have been widely commemorated by words and pictures.

Now available in cassette form is **The Desert War**, BBC Radio's well-received six-part series broadcast earlier this year. Straightforward reporting and 80 interviews and recordings made at the time provide a vivid reminder of the tension and feelings, together with an insight into modern high-tech war.

BBC Radio's defence correspondent Mark Laity paints a gripping sound picture both of the build up and the conflict itself.

In the form of six cassettes, spanning a total of three hours, **The Desert War** is available at £14 (incl p and p) from NCA Marketing Unit, BBC White City, 201 Wood Lane, London, W12.

Meanwhile, the sounds of the war of 1982 are captured in a two-cassette issue of original recordings from the BBC Sound Archives. It covers the growing Argentine threat, Commons debate, battles, and the sinking of the Belgrano, featuring news reports, politicians, Servicemen and the Falkland islanders.

The Falklands War is available in the BBC Radio Collection series by BBC Enterprises at RRP of £7.15.

SONGS OF SEAFARERS

"MORE Songs of Seafarers and the Fairer Sex" is the sub-title of the latest tape from balladeer Cyril Tawney, who offers a second bite of the cherry on the theme of the antics of sailors and their womenfolk, with a good helping of the poignancy of separation.

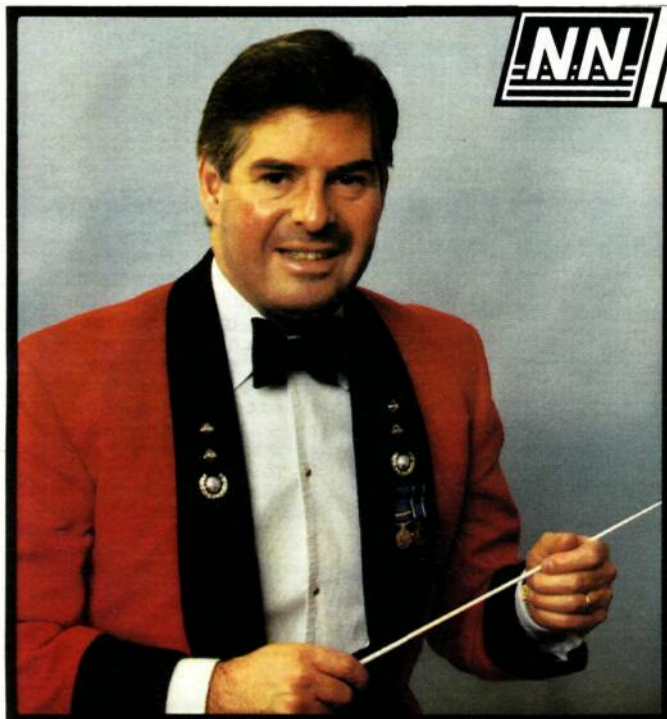
It shows that more than one song can be written around a theme. "Pull the String" is an obvious relative of "Yarmouth Town" from an earlier tape. "The Fireship" has a less tragic ending than "The Sailor Cut Down in his Prime," and "The Female Cabin

Boy" proves nowhere near as smart as the girl wearing "Short Jacket and White Trousers".

Widely contrasting pieces range from "Fare Thee Well My Dearest Dear", a song found in Sussex by Ralph Vaughan

Williams in 1904, to the lighthearted "Jenny Wren Bride".

In Every Port (NEP 004) is available from Neptune Tapes, 521 Meanwood Road, Leeds, LS6 4AW (£7, including P&P, UK/BFPO; £8 elsewhere).



And the band played on

LIEUT. Peter Rutterford conducts *Men of Music*, latest recording by the Band of Her Majesty's Royal Marines Flag Officer Scotland and Northern Ireland. Featuring a wide selection of traditional and classical marches and popular concert favourites — including pieces by Tchaikovsky, Holst, Sibelius and Parry — it is available on the Music Masters compact disc MMCD 425 and on cassette.

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At Your Leisure

OUTMANOEUVRING THE BIG GUNS

BATTLESHIPS were designed primarily for the operation of big guns and relied on armour to protect them against same. But though the Second World War saw the demise of these great ships as primary weapon platforms, gunfire was shown to be an ineffective way of sinking them and very few hits were scored on armour anyway.

In fact the Bismarck was the only modern capital ship to be hit by a large number of shells and though many penetrated her thickest armour (from close range) it was an attack from the air that effectively crippled her and allowed her opponents to close in for the kill.

The Eclipse of the Big Gun: The Warship 1906-45 (Conway Maritime £28), shows how the challenge to the big gun

surface ship, the traditional arbiter of sea power since the 16th century, was already well mounted by the time of the launch of HMS Dreadnought.

Mines, torpedoes and submarines were by this time a potent threat and aircraft became so even in the Dreadnought's active lifetime.

Naval aviation

Ironically, as battleship construction was all but prohibited in the years following the First World War, more navies turned their attention to naval aviation. Later, although big guns did see action against one another, it was usually where air power could not do the job — at night or beyond its range.

From Pearl Harbour to Leyte Gulf, large surface ships fell easy victims to aircraft and by 1945 battleships were largely re-

duced to the subsidiary roles of escorting aircraft carriers and shore bombardment in support of amphibious assaults — to the latter of which the last surviving leviathans preserved by the Americans returned in the Gulf War.

Edited by David Brown, this first volume in a projected 12 volume History of the Ship series deals with all the diverse elements of ship construction weaponry and technological innovation — electronics being one of the most potent — that were developed to counter what he describes as "The most complicated artifact of its day."

There are detailed chapters on coast defence and defence vessels, destroyers and torpedo boats, mine warfare and escort vessels and coastal forces — plus a fascinating section on camouflage and deception — from ten leading naval authorities.

— JFA

Final, final frontier for Kirk's aged crew

FILMS have ancestors too and if you were to compile a family tree for *Medicine Man*, you'd probably find that much-televised 1951 classic *The African Queen* looming as its most prominent forebear. Both films feature a touchy, alcoholically-inclined loner holed up in the wilderness, who is horrified to find that fate has deposited a spiky, independent-minded woman in his lap.

This time the setting is the Amazon instead of German East Africa, while Sean Connery and the gravel-voiced Lorraine Bracco are more than acceptable stand-ins for Humphrey Bogart and Katharine Hepburn. But again, the entertainment arises from the spectacle of this ill-matched pair trading threats and insults as they face various perils, natural and man-made, finally arriving at a grudging respect for one another.

Incidentally, this is one of the increasingly rare titles which the RNFC is able to distribute in CinemaScope format, thus doing justice to the incredible wide-screen vistas of the Brazilian rain forests.

Say what you like, some things do change. It would have been unthinkable at the time *The African Queen* was made for a film to star people with names like Al Pacino and Michelle Pfeiffer.

Before they even made it through their agents' front door they would have been rechristened, e.g. Al Pace

Screen Scene

and Mikki Pepper. On the other hand, some things don't change. Except for its sexual content, *Frankie and Johnny* could have been made 60 years ago.

It's the funny, sentimental tale of an ex-convict (Pacino) who gets a job as cook in a greasy spoon joint and falls for Frankie (Pfeiffer), one of the waitresses. In some ways, it's the reverse of *Medicine Man*, which is about the relationship between two strong, aggressive characters; here the couple are timid, wary, reluctant even to admit they like one another. But the film is too comical to be sad, and the two leads give a vivid demonstration of what star magnetism is all about.

These are dramatic days for *Star Trek* fans: the 25th anniversary of the start of the TV series, the death of its creator Gene Roddenberry and now, with *Star Trek VI — The Undiscovered Country*, we have what is firmly and irrevocably announced to be the last adventure featuring the original team. (In a touching finale, we see the gang literally signing off).

The series has never been

afraid of co-opting 20th century current affairs into its scenarios and here we have President Gorkon presiding over the dissolution of the Klingon empire in a manner that makes it hard to miss the contemporary parallels. The film even makes room for equivalents of the Gulag and Chernobyl.

The thickening waistlines and implausible haircuts of some senior members of the *Enterprise* crew underline the point that the old starship was well due for paying off. But it's been a lot of fun and they certainly saved one of the best till last.

A good way of seeing off annoying know-alls is to present them with this impossible challenge: name three famous Belgians. And no, Hercule Poirot doesn't count. Now, though, this could become an endangered ploy, since the growing fame of Jean-Claude Van Damme, "The Muscles from Brussels", leaves them only two to find.

Double Impact, the latest Van Damme action extravaganza, is another chestnut, plotwise. There were these twin brothers, separated at birth when their parents were murdered, who meet again as adults... oh, you know the one. If the narrative is a touch unsophisticated, at least the various shoot-ups on land and sea, the car chases and the martial arts duels are all strictly state of the art.

— Bob Baker.

WRECK

SCOTLAND'S coast from Duncansby head to Tod Head has proved a graveyard for many fine ships and seamen. Together with the disasters deeds of extraordinary heroism have been witnessed off the wild rugged cliffs and long sandy shores.

David M. Ferguson describes a sorry toll of tragedies in *Shipwrecks of North East Scotland 1444-1990* (£6.95 softback), published by Aberdeen University Press, Farmers Hall, Aberdeen AB9 2XT (0224 641672).

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Korea: too far from home for a war-weary public

THE United States Navy may have shouldered the main responsibility for prosecuting the maritime war in Korea — as was made clear in the clutch of Hollywood propaganda dramas at the time.

So the role of the many Royal and Commonwealth Navies' ships has received scant attention — even in Max Hastings' recent history.

In *With the Carriers in Korea* (Square One Publications £18.50) John Lansdown ably fills a gap that has been too long vacant — probably, as he says, because public perception of the war remains that it was somehow "a lapse of taste or

good judgment which should not have happened and which should best be forgotten."

There were several obvious reasons for the way that Korea was resolutely pushed under the carpet of history. The media cannot entirely be blamed for making the running in this respect — accurately gauging public response to a conflict that was a long way from home, following too close on the end of the Second World War and the unpopular institution of National Service, it reported its progress with reluctance and none of the prurient fascination that attended the much shorter campaigns of the Falklands and the Gulf.

But it was the first time the United Nations resisted aggression and the Western Powers opposed Communism. Although the war ended with no clear victor, it may be said

that it gave the Communists cause to think before embarking on acts of aggression in the years that followed — and both the Falklands and the Gulf may have the same deterrent value against potentially destabilising forces.

Natural bias

Lansdown was Air Engineer Officer of 821 Sqn embarked on HMS *Glory* in the last year of the war but his natural bias in favour of her activities is tempered by a careful survey of the other units involved, notably HMS *Triumph*, *Theseus*, *Ocean*, *Unicorn* and HMAS *Sydney*.

Even so, one of the best anecdotes supplied to him comes from one of the *Glory*'s pilots who was shot down and captured. At the beginning and end

of an ordeal endured with remarkable stoicism and some fellow-feeling for those of his jailers who shared the experience of combat images of the movies and the media are vividly recalled.

As he baled out, Lieut. D. G. Mather came under fire and was uncomfortably reminded of the scene in a Robert Mitchum film he had seen, 'One Minute to Zero', in which an American pilot's parachute burst into flames in the same situation.

Nearly a year later, after enduring many months of interrogation and physical and mental privation, he was repatriated and learned that his family had been contacted by the *Daily Worker*, offering to mediate

with their comrades in China on their behalf.

His parents "kicked them out of the house and told them that when the Admiralty told them their son was alive, then they would believe it."

Max Hastings might like to know that in Mather's opinion airmail copies of the *Daily Telegraph* made better roll-up cigarettes than the old Chinese newspapers usually available.

Mather was one of four RN prisoners of the Chinese who suffered under the Communists' "Lenient Policy" of political brainwashing. Thirty-four Fleet Air Arm aircrew died — and this book is a long overdue memorial.

— JFA

Victim of the Blitz

FORMER Naval chaplain Tony Upton has spent the past eight years as vicar of St Laurence's, Foleshill, Coventry.

The church was the first to be closed as the result of the Blitz on the city — of which the cathedral was of course the most famous casualty — and now he has published the story of its ordeal and swift, triumphant restoration in *Burnt Roof* (available from the author at £10).

This is far from being the usual dry-as-dust parish church history, for in the course of much patient — and for the student of Coventry's particular Calvary excellently annotated — research, he has managed to track down the survivors of the Luftwaffe squadron responsible, attended their reunion in Germany and achieved an extraordinary reconciliation, exemplified in the gift of a hand-crafted copper dish made by a former member of Kampfgeschwader 100 that is to be placed in St Laurence's on permanent display as a tangible sign of the friendship he has forged between past enemies.

— JFA

NEVER MIND THE BAYONETS FIX THE GLADIOLI

UNTIL the Gulf War "it was quite reasonable . . . for the public to assume the work of their women soldiers largely consisted of flower arranging in the officers' mess and typing for portly generals."

Well, was it? It is with this startling assumption that Kate Muir leads into a survey of *Arms and the Woman* (Sinclair Stevenson £14.95), conveniently forgetting half a million women who served in the British Armed Forces in the Second World War who would presumably take violent exception to such a quaintly sexist perception.

It is a sobering thought that there were far more women in the WRNS between 1939 and 1945 than there are men and women in the Royal Navy as a whole today. They weren't all typists and flower arrangers.

Amazons

Though she pays tribute to individuals — Violet (sic) Szabo, Odette Churchill and so on — and sketches a history of female warriors that recent discoveries of the skeletons of a regiment of women exactly where Herodotus located the original Amazons tend to suggest is more substantial than was hitherto supposed, much of her attention is focused on recent developments, in which women have actually had scant opportunity to prove their worth under fire.

Muir makes the point that the Wrens embarked in HMS *Brilliant* in 1991 went through a war where something was always about to happen but never did — and that even if it had there is something clinically impersonal about countering a foe who may only be revealed as a blip on a radar screen.

She argues that this may have made it easier for us to put women into combat at sea first, long before we considered doing the same in the air or on land.

But if the capacity for cool detachment is a quality women possess in equal measure with men, then let us not forget the 1,000

WRNS who served at Western Approaches Command

£16.50). "Not much is known about the Wrens at Station



Sterling service — Wren Tanya Luffman pictured on board HMS *Brilliant*, the first Royal Navy ship to take women, before she sailed for the Gulf — from *Arms and the Woman*.

Headquarters during the Battle of the Atlantic. Or a similar number who served the cumbersome, primitive computers at Bletchley Park, supplying the ciphers for Ultra — a gruelling task that took a heavy toll of strained nerves and sleeplessness.

The white heat of concentrated mental effort there may have been "nothing like so bad as what sailors were going through at sea," in the words of Bletchley veteran Lydia de Burgh — but it quickly broke her health and led to a nervous breakdown.

"I have gone on about this at some length because the insomnia has continued to this day," she notes disarmingly in *Lydia's Story* (The Self-Publishing Association,

X. Very few of them lasted a year . . ."

Best known of the de Burghs today is undoubtedly singer/songwriter Chris — the Duchess of York is a fan.

But his second cousin has the distinction of painting the first portrait of the Duchess's mother-in-law from personal sittings, which goes to show that Chris was not the sole spark of artistic talent to spring from this old Norman-Irish family.

Lydia is also the daughter of one of the RN's first submarine officers, Capt. Charles de Burgh, DSO and her memoir has many naval footnotes set between a selection of her finest portraits, which include several of the Royal Family.

— JFA

RICHARD Woodman, who crewed in a Tall Ships race before becoming an indentured midshipman in cargo-liners at the age of 16, progressed to captain and today commands an offshore support vessel.



Fiction

As an author he shares his passion for the sea with a large readership, not least through his Nathaniel Drinkwater tales set in the times of the Napoleonic Wars. Last month saw the publi-

cation of two new novels set in more recent times — *Endangered Species* (Little Brown, £13.99 hardback), in which a final voyage for a captain and ship turns out anything but peaceful, and *The Darkening Sea* (Warner paperback, £4.99), a sea-set saga tracing the fortunes of the Martin family, from Jutland to the Falklands.

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Reunions

HMS Dryad Wrens (1960-66): A reunion will be held at the Union Jack Club, London on June 20. For further details contact Jane Marshall on 0932 351583 or Margaret Hunter on 0263 833252.

HMS Westcott (1918-45): The sixth reunion will take place in Scarborough on Oct. 16-18. Further details from Stormy Fairweather, Stable Cottage, Colchester Rd., West Bergholt, Colchester CO6 3JQ (tel. 0206 240614).

HMS Commonwealth (Kure, Japan 1945-48): The first reunion will be held in Blackpool in Sept. Further details from Ex-D/B Eric Buckner, 194 Borland Ave., Botcherby, Carlisle.

HMS Dorsetshire Assn. held their 50th anniversary reunion in Dorchester in April — 53 survivors and 200 shipmates attended. The following day 400 shipmates formed a parade to the Cenotaph where chairman of the association, Bert Gollop, laid a wreath along with Hans Zimmerman, on behalf of KM Bismarck Survivors. Videos and photographs of the event are now available. Further details from Bert Gollop, 3 Coltsall Close, Ernesettle, Plymouth PL5 2PA.

HMS Racehorse (1942-44): A reunion is planned for the autumn in London. Any ratings who served in her please contact Patrick Tailyour, The Timbered House, South Kilworth, Nr. Lutterworth, Leics. LE17 6EG (tel. 0858 575 624).

HMS Cotton Assn. and 18th and 19th Group, Last Russian Convoy: A reunion will be held in Southampton on Sept. 4-5 — ships included Goodall, Anguilla, Loch Shin, Diaden, Honeysuckle, Bellona, Loch Inch, Cygnet and Cubitt. Further details from Len Haydock, Yew Tree Cottage, 94 Grimshaw Lane, Ormskirk, Lancs. L39 1PE (tel. 0695 577944 or 051 924 1036).

HMS Warspite Assn. will hold their seventh reunion dinner at the Royal Sailors' Home Club, Portsmouth on June 27, followed by a dedication service at St. Ann's Church, June 28. The association's unveiling of their memorial in Marazion, Cornwall, will take place on Sept. 25. Further details from Jeff Barker, 15 Tuberville Close, Abingdon, Oxon. OX14 5ER (tel. 0235 528047).

HMS Glasgow: The 13th reunion will take place in Portsmouth on July 11-12. Tickets are available from Allan Mercer, 89 Royal Ave., Hough Green, Widnes WA8 8HJ (tel. 051 424 7390) on D. Day at Portsmouth RNO.

HMS Iveston: A reunion will be held on July 21 to which all Ivestonians and their guests are welcome. Further details and tickets are available from Ray Howe on 0705 526831.

HMS Ceylon: Former shipmates interested in attending next year's reunion and those wishing to join the association please contact Mr G. Seymour, Alford House, Castle Cary, Somerset BA7 7PN.

HMS Curacao: A reunion to commemorate the 50th anniversary of the loss, by collision with RMS Queen Mary, will be held at the RNA Club, Nottingham on Oct. 10. Further details from A. Martin, 2 Smythe Rd., Swindon Village, Cheltenham, Glos. GL51 9QU.

RM, RMNS and QARNNS: The sixth biennial Australasian Trafalgar reunion will be held in Perth, Australia on Oct. 22-24, 1993. Further details from D. V. Rave, 20 Elmslie St., Orelia, Western Australia 6167.

HMS Glamorgan Falklands Reunion will be held in the Pyramid Centre, Southsea on June 13. Tickets are available from Lieut. Cdr. Alan Watt, Secretary to NBC Clyde, Clyde Submarine Base, Dunbartonshire G84 8HL, price £20 per head. Cheques should be made payable to HMS Glamorgan Reunion Fund.

Fleet Air Arm Field Gun Assn. will hold their annual reunion at HMS Daedalus on June 19-20. For further details contact Jim Andrews on 0329 664007.

428 King's Sqn., RM, 1945: The third reunion will be held on Aug. 29. All former members are welcome to attend, especially those not already in contact. Further details from J. G. Sutherland, 35 Aberthaw Circle, Springfield, Newport, Gwent NP9 9QL (tel. 0633 275915).

HMS Isis survivors' reunion will be held at Portsmouth on July 20. A memorial service for relatives and friends will be held in Portsmouth Cathedral at 1100 hrs. Further details from W. Davidson, 59 Grange Park, West Monkseaton NE25 9RX (tel. 091 252 6048).

HM ships Ariel and Daedalus (1961-64): A reunion for mechanics courses 005 to 009 is being planned. Former classmates contact J. Hall, Shearstone House, Bow St., Langport, Somerset (tel. 0458 252690).

HMS Jackal (1939-42): A reunion will be held at the Fleet Club, Devonport on Sept. 5. Further details from Bert Hine, 182 Dimsdale Parade West, Wolstanton, Newcastle, Staffs. ST5 8DZ (tel. 0782 637192).

HMS Caledonia, Anson Division (1940-44): Former apprentices are invited to a Part 1 celebration in Oct. Further details from John (Boris) Lord, 24 Herbert Rd., Southsea, Hants PO4 0QA (tel. 0705 826884).

HMS Sikh Veterans Assn. will be holding their 50th anniversary reunion dinner at Portsmouth Royal Sailors' Home Club on Sept. 14. Those interested in attending contact Shiner Wright, 45 Herrick Close, Southampton, Hants SO2 6NF (tel. 0703 404710).

Royal Corps of Naval Constructors held their annual dinner at the Pump Room, Bath on May 15, where Mr H. Perkins, Director General Surface Ships, Head of the Royal Corps, presided. Principal guests were Admiral Sir John Kerr, Vice-Admiral Sir Kenneth Eaton and Sir Robert Easton, chairman, Yarrows Shipbuilders.

HMS Rocket (1943-46): A reunion is planned at the Union Jack Club, Waterloo, London on Sept. 12. Former shipmates who are interested in attending contact Bill Clitheroe, 48 Lower Fosters, New Brent St., Hendon, London NW4 2DH (tel. 081 202 5996).

HMS Newfoundland Assn. celebrated the 50th anniversary of the launch of the ship at a reunion in Birmingham on May 9 where nearly 200 shipmates and guests attended. Plans are now being made for next year's reunion. For details contact Tom Roxby on 0260 278919.

HMS Hesperus (1940-45): The fourth reunion will be held at the RN and RMA Club, Lorne Rd., Northampton on Sept. 18. Further details from Bungy Edwards, 69 Oakgrove Pl., East Hunsbury, Northampton (tel. 0604 763273).

HMS Ocean Assn. will hold their annual dinner at the Royal Sailors' Home Club, Portsmouth on Oct. 24. Tickets are available from W. T. Brown, 108 Oaklands Rd., Bexleyheath, Kent DA6 7AL (tel. 081 304 7412).

North Russia Club: Anyone interested in a reunion in Neath, South Wales, in Sept. please contact Mervyn Williams, 87 Olive Rd., Coxford, Southampton (tel. 0703 775875).

HMS Dido will hold a final reunion and farewell dinner at the Moat House Hotel, Bolton on Sept. 11, 1993 to commemorate the 50th anniversary of Operation Slapstick. For details send s.a.e. to A. G. Brothick, Dido, 1 Nourse Dr., Heacham, Nr. Kings Lynn PE13 7SD.

HMS Vanguard Veterans (1945-60) will be holding their fifth annual reunion in Wall-sall on Oct. 10. For details contact A. Tremlett, 16 St. Augustine Rd., Griffithstown, Gwent NP4 5EX (tel. 0495 784 905).

HMS Hydra (1980-83): A reunion is planned in Portsmouth on July 11. Any former ship's company or 'passengers' from the Falklands' Conflict who wish to attend should contact Joe Erskine, The Elms Guest House, 48 Victoria Rd. Stn., Southsea PO5 2BT (tel. 0705 823924).

Russell Coates Nautical School, Parkstone Sea Training School, Watts Naval Training School: A reunion of old boys is to be held at St. Alfreys Church Hall, Straightsmouth St., Greenwich SE10 on Sept. 12. Further details from After Care Section, Barbado's, Tanners Lane, Barkingside, Ilford, Essex IG6 1GQ (tel. 081 550 8822, ext. 316).

HMS Cossack Assn.'s reunion and standard dedication will be held at TS Cossack, London RD., Crawley, West Sussex on June 12-14. Full details from G. W. Toomey, 1

Parkhurst Rd., Prenton, Birkenhead, Wirral L42 9LA (tel. 051 608 6831).

HMS Easton: The 50th anniversary reunion will be held at the RN RM Nautical Club, Birmingham in the autumn. Further details from Albert Watts, 15 Pebworth Close, Church Hill North, Redditch, Worcs. B98 9JX.

P&O Class Submariners: The second annual reunion will be held at the Famous Firkin, Adelaide St., Plymouth on Aug. 1. Further details from CPOMEA Ken Woods on 0752 553410.

Fast Minelayers Assn.: The inaugural meeting of the south-west section will be held in the Exeter White Ensign Club, South Street, Exeter on July 11. All members living in the area are invited to attend (non-members also welcome). For further details contact Gordon Ferris on 0803 833740.

SOCAN Canadian Pacific Branch is considering hosting a submarine reunion in Victoria, British Columbia in May 1993. Anyone interested contact Hal Zerbin, 4503 Blenkinsop Rd., Victoria BC V8X 2C6, Canada (tel. 604 477 8800).

HMS Newcastle Assn. (1947-49) will hold a reunion at the Royal Fleet Club, Devonport on June 20. Further details from Les Smith, 14 William Ave., Eastwood, Notts NG16 3LE (tel. 0773 717591).

Devonport Field Gun Reunion will be held at HMS Drake on June 27. All ex-crew and staff are welcome. Further details from Derrick Pearce, Field Gun Association, Seymour Block, HMS Drake, HM Naval Base, Devonport, Plymouth PL2 2EG.

TS Newfoundland Assn. in conjunction with HMS Newfoundland Association a dinner and dance, to celebrate the 50th anniversary of the foundation of TS Newfoundland, will be held at Park Hall Hotel, Wolverhampton on Oct. 30. Details from Alan Hall, 49 Wood End, Handsworth Wood, Birmingham B20 1EW (tel. 021 3576303) or Lawrence Russell, The Cedars, Kemberton, Shifnal, Shropshire TF11 9LH.

HMS Kenya Assn. (1940-62) will hold their annual reunion at Derby on Sept. 11-12. Further details from W. J. Boardman, 35 Holmleigh Rd., Childwall, Liverpool L25 2SA (tel. 051 487 0093).

Russian Convoy Club (East Anglia): The next meeting will be held at the Bramston Sports Centre, Witham, Essex on June 19. If lunch is required contact G. P. Ward, 15 Peterhouse Cres., Woodbridge, Suffolk IP12 4HZ (tel. 0394 383031).

Leopoldville loss: More than 800 US soldiers died when the former liner Leopoldville was torpedoed off Cherbourg in December 1944 by U-486, itself later sunk by HM submarine Tarpor. US 66th Infantry Division veterans and the former crew of USS PC-564 which was involved in the Leopoldville rescue operation plan a reunion in Omaha, Nebraska, in June 1993. Invited are others involved in the rescue, including Britons and former crew members of the Tarpor. Contact Alfred Nausser, of St Augustine, Florida, through Mr S. A. James, 49 St George's Hill, Swantonington, Leicester, LE67 8QW.

360 Sqn RN/RAF: The Duke of Kent will present a standard to the squadron at RAF Wytton on July 8. Past members of the squadron who wish to attend the ceremony should contact Sqn-Ldr G. H. Lidbetter or Flt-Lieut D. G. Milne, RAF Wytton, Huntingdon, Cambs PE17 2EA (tel. 0480 52451, ext 7335 or GPTN 8371, ext 7466).

HMS Ocean Assn will hold their next meeting at the Nautical Club, Birmingham on June 27. Further details from Joyce Knowlson, 15 East Avenue, Burnage Garden Village, Manchester M19 2NR (tel. 061-224 5582).

HMS Swiftsure will hold a reunion dinner for past serving officers at HMS Drake on Nov. 6. All those interested should contact Lieut Bill Mackenzie at HM naval base Rosyth, ext 62985/63396 before the end of Aug.

HMS Onslow: The borough of Oldham have arranged a civic reception on June 10 for former ship's company. Further details from Derek Wellman, 53a Southdown Road, Seaford, East Sussex BN25 4PG (tel. 0323 898937).

HMS Caledonia (1965-68), EXBO 52 Artificers: A register is being compiled of the current whereabouts of Artificer Apprentices who were part of Exmouth and Benbow divisions at HMS Caledonia, with a view to publishing a newsletter and organising a reunion. Please contact Terry Haywood, 22 Hartley Park Gdns., Hartley, Plymouth PL3 5HU.

HM submarines Rorqual and Saracen: Michael Ryan, who is profoundly deaf and blind, would like information about SPO Thomas E. Ryan, who served in these submarines during the Second World War and who was a survivor from the Saracen. Please contact him through his interpreter, Terence Gleadall, Longlands, Holkham Estate, Wells-next-the-Sea, Norfolk NR23 1RU (tel. 0328 711292).

LST 418, 1944: Would any shipmates who survived the sinking of the ship off Anzio on Feb. 16, 1944, please contact Mr E. Bottomley, 480 Fleetwood Rd., Fleetwood, Lancs FY7 8HN (tel. 0253 876245).

FDT 216: Barnard Rose, Swann House, Saxton Road, Saxmundham, Suffolk IP17 1EE would like to hear from former shipmates of FDT 216 which was torpedoed on July 7, 1944 by a Ju88 aircraft at Le Havre.

HMS Lightning (1940-43): Ron Pearson, 21 Wood Hill Cres., Leeds LS16 7BX (tel. 0532 671674) would like to contact former shipmates.

25th Destroyer Flotilla Assn., HMS Ulster: Would all HMS Ulster Association members please forward names and addresses to R. Durber, 129 Featherbed Lane, Hillmorton, Rugby, Warwicks CV21 4LH (tel. 0788 577718).

HMS Undaunted, 1941: Alexander Young, 21 Corroir Rd., Glasgow G43 2DY would like to hear from anyone who knew of STK. James (Jimmy) Hastie who died when the Undaunted was lost between Malta and Tripoli during the first two weeks of May 1941.

FIFTY YEARS ON

A LOOK BACK at the wartime operations of the Royal Navy half a century ago this month:

A BUSY month, with important convoys sailing to North Russia — PQ16 and the ill-fated PQ17.

There was an abortive effort to relieve Malta, where the food situation was getting desperate. Two convoys, Harpoon, six ships from the East, and Vigorous, 11 ships from the West, ran the gauntlet of heavy air and surface attack. After losses Vigorous had to turn back. Escort of Harpoon drove off an attack by two Italian cruisers and four destroyers, but lost four ships to air attack. Of 17 merchant ships, only two arrived.

Rommel was advancing in the Western Desert and Alexandria was at risk. Marginally the worst month of 1942 for merchant ship sinkings — worldwide 173 ships of 834,196 tons were sunk, the great majority by U-boats.

Principal events included:

1: PQ16 arrived Kola Inlet, North Russia, having lost seven of 35 ships. Attack on Sydney Harbour by four Japanese midger submarines. All sunk, but accommodation ship Kuttubul sunk.

2: Blenheim aircraft of 203 Squadron RAF and Swordfish of 815 Squadron sank U-652 off Sullum.

4: HMS Cocker (A/S whaler) sunk by U-331 off Bardia.

7: RAF Sunderland sank Italian submarine off Minorca.

9: RAF Catalina sank Italian submarine off Majorca.

12: HMS Grove sunk by U-77 in Gulf of Sullum.

11-15: Operation Harpoon and Vigorous.

14: Harpoon — HMS Liverpool damaged in air attack. One M/V sunk.

15: Vigorous — HMS Hasty torpedoed by German E-boat off Tobruk, sunk later by HMS Hotspur. HMS Airedale and HMAS Nestor

1st Destroyer Flotilla, Med. Fleet (1935-39): Ex-AB Trevor Stacey, of New Zealand, c/o 12 Fair Oaks, Herne Bay, Kent, would like to hear from old shipmates, particularly "Grenade" H86.

HMS Kempenfelt, Mess 5 (1944-46): Ted Fuller, who is home from Australia, would like to contact old shipmates, particularly Sharky Ward and Ken Richardson. Tel. 071 639 6889/8319.

RN air station Mackinnon Rd. (1942-44): Anyone who served under Cdr. Sandy Cubbitt or Lieut.-Cdr. Hooper interested in forming an association and holding a reunion contact Les Taylor (ex-Coder), Kilindini, 53 The Croftway, Birmingham B20 1EG. Tel. Len Simmons and AB Wilf Bell already contacted.

HM ships Albacore, Moon and Thisbe (1945-46): Ex-Stoker Cliff Bygate, 52 Topham Way, Greenhill, Sheffield S8 7NY would like to hear from former shipmates who are not already members of the Algeirines Association.

HMS Guardian (1936 Mutiny): Tom Goodings, 13 Sunny Bank, Machen, Gwent NP1 8PY (tel. 0633 440803) is still struggling with his account of this little known incident. Anyone with useful knowledge or who would like to renew old acquaintances contact him at the above address.

HMS Magpie (1943-45): Tom Iddon, 28 Falkland Rd., Southport PR8 6LG (tel. 0704 541567) would like to hear from former shipmates with a view to a reunion.

HMS Howe (1946), HMS Drake (1947), ADTU Malta (1949) and HMS Dryad (1951): James Murray, 134 Knowlwood Rd., Todmorden, Lancs. OL14 6PD would like to hear from his old sparring partner Rex Ingram, last heard of in Cosham, Portsmouth.

HMS Manchester (1942): Ex-CPO Mech. H. E. Hughes, 15 Lancaster Gdns., Birchington, Kent CT7 9TH (tel. 0843 42526) would like news of LSTK. Slater, the only other survivor from the after engine room

when the Manchester was torpedoed on Pedestal Convoy off the Tunisian coast, Aug. 13, 1942.

HMS Ganges (1954), Hawke Division, 49 Mess, 57/88 Class: H. Wilkinson, 52 Redemere Park, Flixton, Manchester M31 1EP (tel. 061 747 0323) would like to hear from class members with view to a reunion in 1994.

Over to You

Stronsay, Orkney: Malcolm Green, ex-HMS Bellona, has made available a limited edition of a painting of the Vat of Kibister, Stronsay. These are available free to any person or group who donates £100 or more to the children's swimming pool fund in the town. For further details contact The Swimming Pool Appeal Fund, Airy House, Stronsay, Orkney KW17 2AG.

HMS Stag: J. F. Moore, Windrush, 48a Priory Crescent, Beeston Regis, Sherringham, Norfolk NR26 8SL (tel. 0263 823507) would like to hear from anyone who knows what ship's badge was used for HMS Stag (Port Said).

SOCAN New Zealand: President Sam Lawton is in the UK until Oct and would be happy to assist anyone wishing to trace old friends or shipmates "down under". He would also like to hear from former shipmates. Contact him at Granchester, Leatherhead, Surrey KT22 7HB (tel. 0372 372026).

HMS Sparrow (1950-52): Bernard Weeks, 42 Clarendon Street, Earlsdon, Coventry CV5 6EX (tel. 0203 676967) is writing a book and would like to hear from former shipmates who have information and photographs of HMS Sparrow.

HMS Clinton (1943): Mrs Joan Devine, RR1, Kemptville, Ontario, Canada K0G 1J0, would like news of her late uncle, Sydney James Stoakes (No K48026).

Uckers: P. Tiff (underwater uckers champion 1946-47, Western Approaches), 29 Munford Circus, Cinderhill, Nottingham NG8 6ED, would like to hear from anyone who has any recollections, amusing or otherwise, of this unique sport.

Ostend Feb 14, 1945: Gus Britton, at the RN Submarine Museum, Gosport, would like to hear from anyone who was present in Ostend when 12 MTBs were lost by fire on Feb 14, 1945.

Morris Travellers: Paul Mayhead, 20 Stone Lane, Durrington, Worthing, West Sussex (tel. 0903 830140) is restoring a Morris Traveller, which spent its first eight years in service with the RN. He would like to know what they were used for and where they were in service.

Suez Crisis, 1956: G. C. David, Flat 6, Windsor House, Gland Conwy, Clwyd, Wales LL28 5NH would like to hear from any members (RN and RM) of the landing party at Umm Said, Qatar, sent to protect British employees working for Qatar Petroleum Company.

The Elizabeth Foundation: The Water-side Club, Port Solent, are holding a Forties Night to raise funds for the foundation on June 5. Tickets are £10 and can be obtained from Jill Edwards on 0705 372735.

HMS Khedive Ismail 1944: Sheila Hammett, Association of Wrens (Colchester Branch), 69 Old Heath Road, Colchester CO1 2EX would like to hear from anyone who was on board when she was sunk between Ceylon and Mombasa. The association is planning a memorial to the Wrens lost on board.

HMS Hood: J. G. G. Evans, 49 Southview Road, Shirley, Southampton SO1 5JD served in HMS Hood between 1920-24 and would like to hear from anyone who had relatives serving on board.

Operation Primrose, 1940: J. T. Bridges, 35 Hillpark Crescent, Plymouth PL4 8JP (tel. 0752 668235) would like to hear from anyone who took part in, or who has recollections of Operation Primrose, southern Norway in April 1940.

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Minerva's all fired up



FIRST WORLD WAR monitor HMS Minerva, which is being restored in Portsmouth naval base, has had her first six-inch gun installed.

The 580-ton monitor M-33, later to become the coastal minelayer HMS Minerva, is berthed in No. 1 Basin in Portsmouth's historic dockyard, close to the stern of HMS Victory.

Her forward-mounted six-inch gun was transported across the harbour from Whale Island where it was used for blast trials by HMS Excellent's

Experimental Department from 1946 until 1973.

First issued in May 1917, the Mk 12B gun No. 2838 saw service on HMS Delhi, a World War I cruiser, from November 1918 to July 1929. The following year it was transferred to another cruiser, the Royal Sovereign, where it remained until 1935.

Refurbished and stored in Portsmouth dockyard, the gun reappeared in 1942 on board

the armed merchant ship HMS Durban, where it remained until January 1946.

Lieut.-Cdr. Brian Witts, who is in charge of Minerva's gunnery restoration, is looking for a second six-inch gun. He believes there may be one rusting in a Spanish scrapyard but he would be glad to hear from any Navy News reader who knows where a suitable gun can be found.



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Beaver's 'run in with the law' during Dhahran visit

WRENS serving in HMS Beaver are unlikely to forget their first visit to Saudi Arabia or the welcome extended by Dhahran.

As the first RN ship to visit the area with Wrens on board the girls had a worrying experience on their first shopping trip when they were approached by religious police and reprimanded for not having their heads covered!

Once this matter was resolved the visitors had an enjoyable time with their social programme including ten-pin bowling, sailing, water skiing and diving, thanks to facilities provided by British Aerospace.

The two other major events which took place during the visit included a rugby match against Al-Khobar Eagles and a football match against British Aerospace. The rugby ended in a draw but HMS Beaver lost the football match due, no doubt, to being unable to acclimatise to a "dry country".

Before leaving, the warm hospitality extended to the visitors was returned when 40 members of the Dhahran branch were invited on board for a social evening. The occasion was thoroughly enjoyed especially by the 'ex-pats' who were able, once again, to indulge their taste for CSB.

The happy relationship the RNA and the Navy have established with the Army on its

BRANCH NEWS

home ground of Aldershot was further enhanced by the presentation, to the Royal Garrison church, of a White Ensign, by Aldershot. Witnessed by the Mayor and Mayoress of Rushmoor and representatives of RNA branches, displaying 20 standards, the ensign was presented on behalf of the branch by Rev. Mike Brotherton, chaplain at HMS Nelson. It was received, on behalf of the Garrison church, by Rev. Tony Appleby, the honorary branch chaplain.

At Barnes and Mortlake annual general meeting the following were elected officers: Shipmate Ferno, president, Shipmate Faulks, chairman, Shipmate Rogers, vice chairman, Shipmate Allen, secre-

tary, Shipmate Medland, standard bearer, and Shipmate Selwood, press officer.

On July 19, Caerphilly has the rare distinction of being granted the use of a castle for the dedication of their standard. The ceremony will take place in the impressive setting of Caerphilly Castle where music will be provided by the band of the Royal Marines Commando Training Centre, Lympstone. The branch thank GADW, Welsh Heritage for the use of the castle and CATNIC and Hills Industries for £25 donations to branch funds. For details of the dedication service contact Shipmate C. A. Morgan, 42 Howard Drive, Caerphilly CF8 3GD.

After surviving some rough weather it's now smooth sailing for Douglas branch, Isle of Man, which now boasts a growing membership and a strong committee at the helm. A certificate of appreciation was presented to Shipmate Chris Kneale, for helping keep the branch afloat.

On June 4, Blandford will hold the customary remembrance service at the Collingwood Battalion Royal Naval Division war memorial, a mile north of Pimperne, on the A354. The service will be conducted by Maj. Christopher Ward and it is hoped that representatives of the Australia and New Zealand, High Commissions will be present, as in the past. The service commemorates the day 16 officers and over 500 men, many from Australia and New Zealand perished at Gallipoli, in an action lasting about one hour. Further details are available from Mr. Roy Adam tel. 0258-453797.

PRESTON PLAYS HOST

AS PART of the on-going Guild Merchant celebrations held once every 20 years, Preston branch hosted their No. 10 Area conference in April.

Garrison Sgt.-Maj. Rod Coates, from the local Army barracks, whose father served for 22 years in the Navy, allowed the RNA full use of the extensive facilities there, and this contributed in no small way to the success of the occasion.

An excellent turn-out of delegates and observers were afterwards well-fed and watered by a hard-working team, consisting of branch members, their ladies and volunteers from TS Galloway, the local Sea Cadet headquarters.

To cap it all Preston's standard bearer, Shipmate George Stirland, won the Novices' competition on his first attempt.



A LADIES' Night with a difference at St Austell branch, as the Jacqui Ward trophy is presented to Shipmate Mrs. Dorothy Cliff by chairman, Shipmate Warwick Camp. The trophy is awarded annually to the lady member of an RNA branch for dedication and efficiency and can be won by anyone in the 36 branches in the south west. Mrs. Cliff, is assistant secretary and welfare officer of St Austell branch.

Rame Peninsula, Plymouth and Saltash branches joined forces and pooled resources to welcome members of the ship's company of the USS Guadalcanal on a five-day visit to Plymouth. A reception was held in the Royal Fleet Club to welcome the visitors who were treated to traditional Cornish pasties and beer and were presented with Drake 400 beer mugs by Shipmate Bob Wall, chairman of Plymouth. About 100 sailors and marines, including the ship's chaplain, attended the reception. A warm welcome was also extended to the visitors by Liskeard with members turning out in force to act as hosts to the UK sailors

and marines who were royally entertained during their stay.

At the 19th annual dinner dance organised by Reigate life membership was awarded to the chairman, Shipmate Bob Pearce and to the retiring treasurer, Shipmate Tom Waddell. A certificate of appreciation was also awarded to Shipmate Freda Waddell, the former branch welfare officer. The presentations were made by branch president, Rear-Admiral Perowne, and Shipmate Bert Wells, national council member No 2 Area, who was guest of honour.

Over 500 shipmates, wives and friends attended Sawston branch Spring Ball which was a great success due, in no small measure, to The Oceanaires, the dance orchestra of the Royal Marines Deal. Guests of honour included branch president, Capt. W. Perkins, Admiral Norman, Col. M. Marchant RM, Shipmate J. Needle, president No 5 Area, and the Mayor and Mayoress of Haverhill. It was the first time the branch, (membership 26) organised a social event on such a big scale and hopes are high to repeat its success next year.

A party of 51 shipmates, representing up to 10 branches from Battersea to Kings Lynn, send their thanks to Shipmate Dennis Judge, national council member No 1 Area, for organising a super trip for them to Malta.

The visitors attended a reception given by the President of Malta in the presidential palace, enjoyed a tour of the Parliament buildings, paid a visit to the neighbouring island of Gozo and laid wreaths in the Kalkara Naval Cemetery. A thank you from all concerned to Malta branch for the welcome extended and hospitality received.

The commission of Scotland's newest branch, West Lothian, took place on May 12, in the Royal British Legion Club in Bathgate, West Lothian. Shipmate Joe Riley, national council member Scottish Area, performed the ceremony which was witnessed by shipmates from other branches.



Warship week plaque returns

FOLLOWING a warship week in Swindon in 1941, when over £630,000 was raised, the Admiralty presented the borough with a plaque to mark the adoption by the town of P222, an S class submarine.

The submarine, under the command of Lieut.-Cdr. A. J. MacKenzie, was subsequently lost on her seventh patrol on Dec. 12 1942 after being depth charged by the Italian destroyer Fortunale, west of Capri.

In a moving ceremony by Admiral Davies and branch padre Canon Owen Barracough, due honour was paid to the 47 officers and men lost in P222 and to commemorate the submarine's adoption the plaque was presented to the branch by the Mayor of Thamesdown, Cllr. Eric Smith, seen here with Shipmate Steve Brooks, centre, and branch president Admiral Davies.

Picture: Swindon Evening Advertiser

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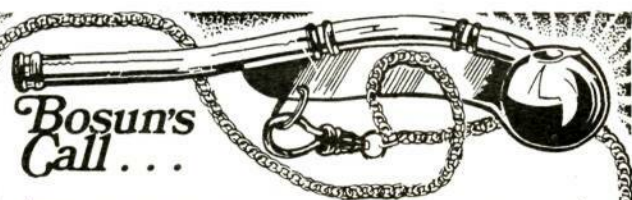
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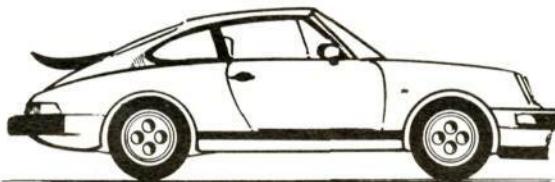
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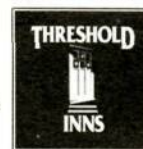
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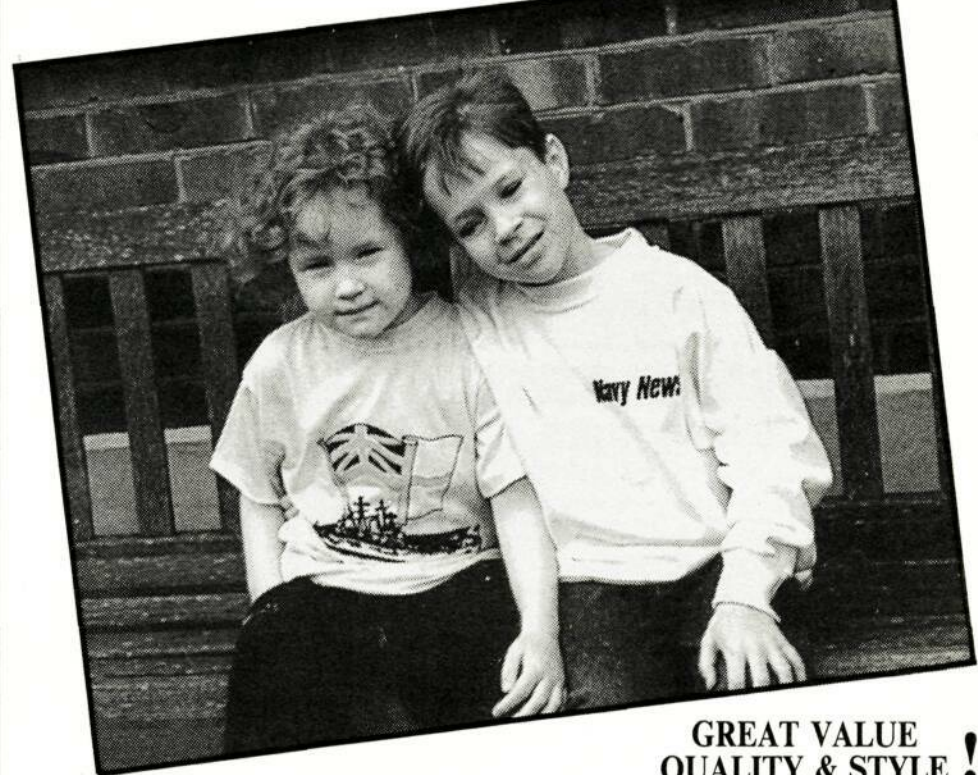
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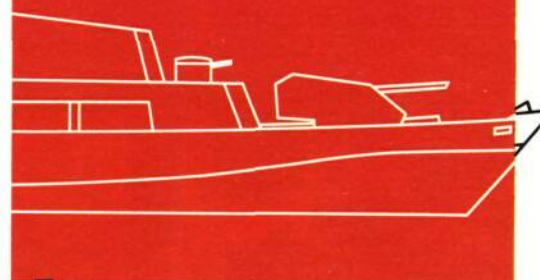
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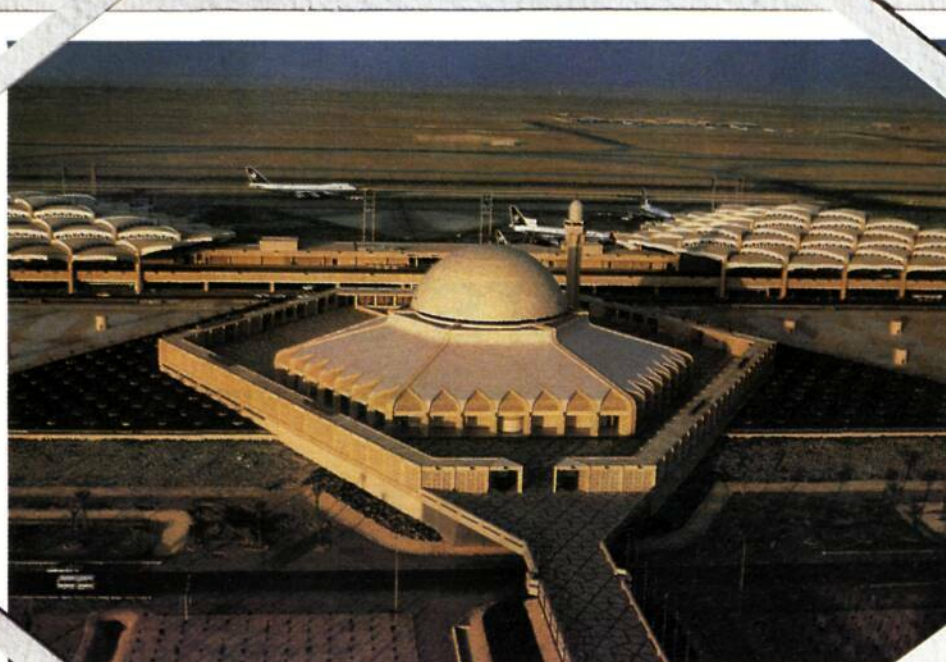
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Royal commissioning for Lancaster



HER MAJESTY the Queen and Prince Philip set the royal seal of approval on the Navy's latest Duke-class frigate, HMS Lancaster, when they attended the ship's commissioning ceremony at Dartmouth.

HMS Lancaster, built on the Clyde by Yarrow Shipbuilders, was launched in May 1990 by the Queen, who is the present Duke of Lancaster, and was accepted into the Royal Navy last November.

Over 800 of the ship's company's families, friends and guests looked on as the Queen inspected HMS Lancaster's 36-man Royal Guard, the Royal Colour Party and the three ship's company platoons drawn up on the new Weston Mill jetty.

Following the commissioning ceremony, during which the traditional cake was cut by Mrs. Pat Welch, wife of Commanding Officer, Cdr. Jonathan Welch, and youngest crew-member WEM Jason Adam, the Queen embarked on board to witness the

fly-past of the Lancaster bomber of the RAF's Battle of Britain Memorial Flight, which is affiliated to the ship.

After touring the ship, with visits to the bridge, the Senior and Junior Ratings messes and the sick bay, the Queen met many of the ship's company and their families in two specially erected marquees, where a buffet lunch was served.

As the Queen departed by launch the whole ship's company cheered ship in farewell to their Royal visitors.

Photographs —
Above, the Queen inspects her Royal Guard from HMS Lancaster.
Right, WEM Jason Adam and Mrs. Pat Welch cut the commissioning cake.
Far right, HMS Lancaster, dressed overall for the commissioning ceremony.

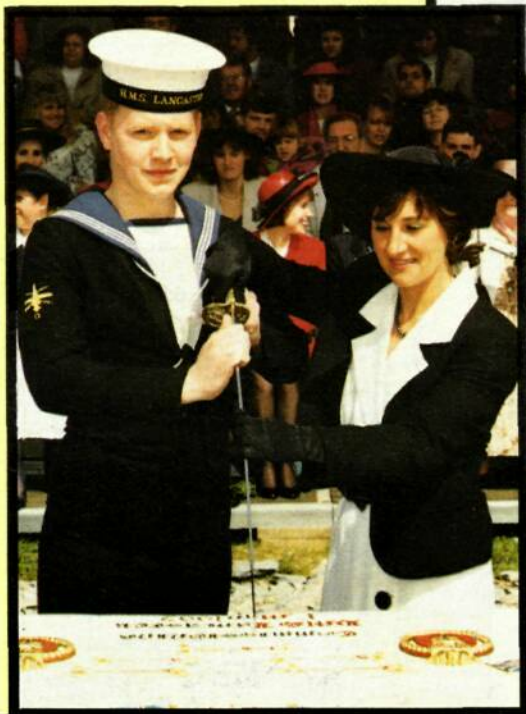
Photos: LA(Phot) Andy White

All on tape

SHIP'S company members, families and friends keen to have a permanent, yet moving, memento of the HMS Lancaster story so far have their chance in a specially-produced three-quarters-of-an-hour video.

Sandwiched between shots of the frigate's launch at Yarrow in May 1990 and extensive coverage of the visit by the Queen and Duke of Edinburgh to Devonport for last month's commissioning ceremony are plenty of life-on-board sequences. Engine room, bridge, ops. room, galley and messes are included, plus a series of interviews and ample action in the weapon firing and firefighting shots.

Rapidly issued following the commissioning, the video comes from Triumph Productions (see ad. below).



● Another royal visit took place further north when the Princess of Wales officially named the Navy's first Trident submarine, HMS Vanguard, at the VSEL yard at Barrow-in-Furness, watched by several thousand VSEL employees and invited guests.

Vanguard was rolled out for her first public appearance in March this year. Her sister ships, Victorious and Vigilant are currently under construction at Barrow.

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TRIUMPH TELEVISION PRODUCTIONS HAVE PRODUCED A 45 MINUTE VIDEO ABOUT THE ROYAL NAVY'S LATEST SHIP HMS LANCASTER

The video looks at the build and launch of the ship, has a glimpse of life on board at sea, and includes the Commissioning Ceremony performed in the presence of Her Majesty The Queen and His Royal Highness The Duke of Edinburgh, with interviews with members of the Ship's Company and families.

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Young Officers on parade

236 Young Officers, mainly Royal Navy, but including representatives from the navies of Oman, United Arab Emirates, Singapore, Nigeria and Fiji, were on parade at Britannia Royal Naval College, Dartmouth, for their passing out ceremony, to be inspected by the Duke of Edinburgh.

During the parade the annual prizes were awarded in recognition of results achieved during 1991, the highest award being that of the Queen's Sword, which was won by Sub Lieut. Adrian Baker, now serving at HMS Dryad.

The parade concluded with those officers passing out conducting the traditional slow march up the steps into the College, and afterwards the Duke met Staff Officers, Lecturers, Young Officers and their families as well as members of the Ship's Company and civilian employees.

Photo right —

The Duke of Edinburgh, accompanied by Capt. Richard Hastilow, Captain BRNC, and Sub Lieut. Shaun Nicholson, inspects members of the Guard, (left to right) Midshipmen Paul Matthews, John Cole, Keith Pullman and Andrew Ward.



Island remembers Polish gunners

FIFTY years ago, when the Isle of Wight town of Cowes was being subjected to a heavy air raid by German bombers, some 70 people were killed and many more injured, but residents were convinced that casualties would have been much worse if it had not been for the spirited anti-aircraft fire from the Polish destroyer Blyskawica, then undergoing refit there.

To commemorate the event, two Polish warships, the frigate Kaszub and the training ship Wodnik, with crews totalling over 200, visited Cowes to take part in ceremonies organised by the Town Council, including parades, wreath-laying and the unveiling of a special remembrance plaque.

After her refit the destroyer Blyskawica, built by the Cowes firm of J. Samuel White, fought alongside the Royal Navy

throughout the war, eventually returning to Poland in 1947 to become flagship of its navy. She still survives today at a museum in Gdynia, and a replica of the Cowes plaque was presented to the Polish Navy to be displayed on board.

Following their visit to Cowes the two Polish ships crossed the Solent to Portsmouth for a four-day stay, their host ship being the destroyer, HMS Birmingham.

Dramatic events

THIS year's RN Drama Festivals produced a bumper crop of excellent theatrical productions, ranging from "Who's Afraid of Virginia Woolf?" by Edward Albee, produced by HMS Nelson, to the Gilbert and Sullivan "Pirates of Penzance," performed by Britannia Royal Naval College.

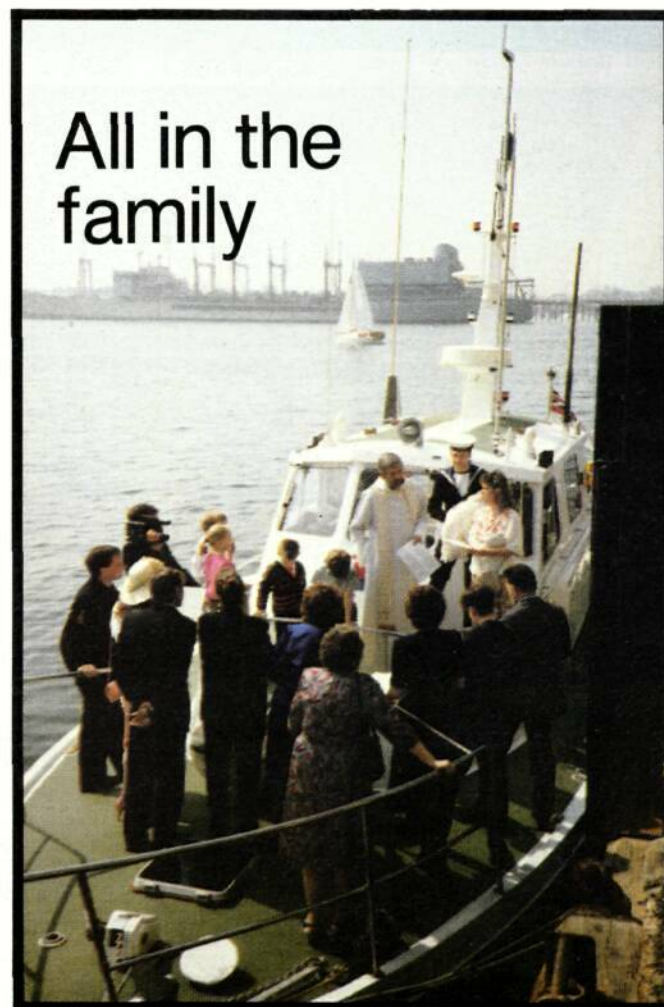
Prizes and awards were pretty evenly scattered amongst many of the entries for the two competitions, but the overall winners were, in Region A (Portsmouth areas), the CINNAVHOME Thespian's version of Joe Orton's 60s black comedy "Loot", and in Region B (Plymouth and Scotland and Northern Ireland Commands), HMS Cochrane's Amateur Dramatic Society (CADS) with David Hare's farcical Fleet Street comedy "Pravda".

The Bambara Trophy, for the best Air Command performance went to RNAS Culdrose with their version of "The Best Little Whorehouse in the West".

Other awards went to:

Region A: Best stage presentation — CINNAVHOME. Adjudicator's Prize — HMS Dolphin ("Canterbury Tales"). Best Actor — Geoff Bartlett (CINNAVHOME). Best Actress — Vicky Seymour (HMS Nelson). Best Newcomer — Simon Alexander (HMS Collingwood, "Flowers for Algernon"). Best Supporting Role — Patsy Page (HMS Nelson). Region B: Scottish Command Cup — HMS Cochrane's CADS. Best Acting Performance — Sue Hallatt (RNAS Culdrose). Best Supporting Performance — Elizabeth Rothwell (HMS Cochrane). Best Stage Presentation — RNEC Manadon's "Mixed Doubles." Best Newcomer — Deanne Chapman (HMS Drake). Best Entertainment Value — BRNC Dartmouth.

All in the family



IT was a small ship's family affair when the entire ship's company of HMS Gleaner gathered on her forecabin for the christening ceremony for four-month-old Lewis, youngest son of crew member (AB)SR Phillip Rowe and his wife, Karen.

The Rev. M. Jackson, Chaplain to the Survey Squadron, officiated at the ceremony and about 40 family and friends attended the reception held afterwards at All Saints Church, Portsmouth.

HMS Gleaner, an inshore survey launch, is the Navy's smallest commissioned ship; she is 15 metres in length with a displacement of 20 tonnes, and a complement of just six.



NAVY FLOWER POWER IN CORNWALL

FOUR young trainee sailors from HMS Raleigh took part in a tradition dating back some 700 years when they were chosen to launch the flower boat into the waters of Cawsands Bay during the May Day celebrations at Milbrook, Cornwall.

Set afloat to the accompaniment of the local male voice choir singing "Black Prince", the boat of flowers marks the farewell to winter and a welcome to spring, along with a wish for a good harvest for the fishermen.

Pictured above, with the Cornish maidens in their traditional dress, just before the launching ceremony, are the four lucky lads who pushed the boat out — ASTD Chris White, AWTR Peter Lashmar, and ASAs Steve Denny and Malcolm Penny.

Call in the clean-up team

WHEN the local people of the Sound of Gigha, on the west coast of Scotland, reported large quantities of an inflammable toxic substance on their beaches, a Royal Navy diving team from Rosyth was called in to investigate.

The substance, analysed at the laboratories of the RN Armament Depot Crombie, was found to be a sodium phosphate mix, relatively harmless when kept damp, but extremely dangerous and volatile when allowed to dry out, liable to burst into flames.

The appearance of the substance remains something of a mystery, but one theory is that recent storms disturbed a wreck somewhere in the South of Gigha, releasing this dangerous cargo.

During a two-day clear up operation the Navy team, comprising (in picture, left to right) PO(Diver) George Willmer, Ldg. Diver Raymond Wort and AB Diver Aubrey De Lavenue, dealt with over 80 pounds of the material to make the beaches safe once more.



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On the up with RNBT



● Getting around the house when husband Peter is away at sea is now much easier for Rosemary Brotherhood, pictured here using her new stairlift.

REACHING new heights thanks to the RNBT are Rosemary Brotherhood and Pat Herbert whose lives have changed for the better since the installation of stairlifts in their homes.

Rosemary lives in East Cornwall with her husband Peter, a serving CPOMEA(L), and their two children, Simon, 10, and Andrew, seven.

As she suffers from Chonres disease and osteoporosis she has mobility problems and in 1990 the Trust, along with other charities, were able to assist with the purchase of an Easy-Lift chair.

However, when Peter was away at sea, Rosemary found it difficult to move from the ground floor to the first floor of her house and when her occupational therapist recommended the installation of a stairlift SSAFA Saltash helped Peter apply to the RNBT.

A second-hand model was available at a very reasonable cost, including installation, and the grants committee were pleased to make a grant in Peter's favour.

Three charities

They also applied to the Navy Special Fund and the Dame Elisabeth Kelly Trust on his behalf and all three charities met the cost of the stairlift by equal shares.

Former Warrant Office (TASI) Pat Herbert, of Waterlooville, who served from 1951-81, suffers from Motor Neurone Disease and needed help in obtaining a stairlift.

The cost of the home improvements was £6,700 and Pat and his wife, Maureen, were able to get a 75 per cent grant under the Chronically Sick and Disabled Persons Act from their local authority.

Pat, who was working as an administrator at Emsworth Hospital, had to retire from his job because of his medical condition and asked the RNBT if the Trust could help towards the shortfall.

The committee were happy to help with a grant of £500 and the stairlift has now been installed.

Although forced to give up work, Pat is the treasurer of the south east Hampshire branch of the Motor Neurone Disease Association (MNDA) and despite suffering from this very debilitating disease he is never heard to moan and continues to have a positive attitude towards life.



ADMIRAL DROPS IN

DURING a visit to Castaway House in Portsmouth, Second Sea Lord Admiral Sir Michael Livesay took time out to watch the grants committee in action and is seen here talking to WO2 Rob Brown.

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Upton wins

THE morning's Stableford event of the North Corner Group (Portsmouth Naval Base) spring golf competition was played in cold, blustery conditions, but CPO Pete Upton scored consistently to win by two points from Pete Finnemore.

After lunch, the Texas Scramble was played in heavy, sometimes torrential, rain. This combined with strong wind gave the later starters casual water problems on most greens.

Faultless

But a faultless par score of 68 won the team challenge for WO Taff Keenan, CCPO Phil Stafford and POs Dave Harding and Dave Smith. CPO Buck Taylor won a prize for the longest drive on the 13th and Finnemore won one for coming nearest the pin on the 15th.

PTs tee off

CHINA Fleet Country Club, Saltash, will host the RN Physical Trainers Golf Competition 1992 on June 18, with an individual strokeplay event in the morning and team and individual stableford events after lunch.

Serving and ex-PTs and RNPTBA associate members wishing to play should contact WO(PT) Micky Shone, Staff Recreation Office, HMS Drake (0752 555349 or Drake ext 65349) for entry forms. Entries must be returned by June 12, together with the £16 entry fee — cheques to be made payable to Devonport Sports Fund.



TEN TIMES THE NAVY CHAMP AND HE STILL CAN'T BE BEAT

CURRENT Navy players were beaten by ex-Navy stars now playing for Cornwall, writes *Lieut.-Cdr. Roger Knight*.

Former Navy champion (he won it 10 times) Lieut.-Cdr. Malcolm Edmunds RN (ret.) and ex-PO Peter Darlington both won their singles matches and then paired up in the Foursomes to gain another win, which helped Cornwall beat the Royal Navy 13-5 at Tehidy Park GC near Portreath.

Edmunds, currently captain of the county side, the Channel League leaders, picked a side blending youth with experience. He and Darlington proved too good for CPO Don West (CFM Rosyth) and CPO Steve Lambert (Renown).

However, Lieut.-Cdr. Ian Yuill (CTCRM) and CK Stuart Huxtable (Broadsword) gained a good win, as did the new pairing of Sgt. Bill Parker (3 Air Sqn. RM) and Lieut.-Cdr. Pat Lynch (Daedalus) to make the Foursomes score at lunch a reasonably respectable 4-2.

Then squally rain set in and the Navy did not fare too well in the inclement weather — though Huxtable did well to recover from 2 down with 4 to play to gain a creditable half and Yuill, team captain this season, set a good example by

beating his young opponent, who was 16-years-old but played off scratch!

Veteran of the RN side, West kept his unbeaten singles record with another good win and CPO Steve Stephens (Marlborough) hung on for a half. Apart from CPO Jim Thomson (Valiant) and PO Steve Tinsley (Collingwood) who lost narrowly, the remainder of the team were well beaten and the singles were lost 3-9.

Several Commands have held their championships recently but as yet no startling new talent has emerged. But congratulations to the three current Navy teamplayers who won their Command competitions — West (Scotland), Yuill (Royal Marines) and Tinsley (Portsmouth).

CPO Mick Filleul (Culdrose) is the Naval Air Command champion and CPO Dave O'Sullivan used his local knowledge to take the Plymouth Command title over the demanding China Fleet Country Club course.

Sport

Four goal tally signals Army win in Jubilee

FIRST match of the 1992 Naafi Jubilee Cup Competition took place at RAF Lyneham, where the home team defeated 2 Signal Regiment from York 1-0, writes *Lieut.-Cdr. Jim Danks*.

RN air station Culdrose then made the long journey to Fulford Barracks to play the Army champions. Again the home team won; this time 4-1. Early pressure came from the Signals team and it was rather against the run of play that Culdrose had the chance to take the lead when they were awarded a penalty.

But PO Andy Burry saw his shot saved by McWilliam and within a minute LCpl. Alford had put the Signals ahead following a mistake by PO Tony Oliver, the Culdrose 'keeper'.

An improved start to the second half by Culdrose was rewarded with a goal from a well-worked free kick. PO Dave Howe found Lieut. Jim Ford and he headed into the path of Lieut. Jim Speake, who netted from close range.

Just six minutes later, though, Signals regained the lead. In the last 90 seconds a rather tired Culdrose defence conceded two goals.

This defeat meant both teams in the final match would require a big win to overtake the Signals goal tally of four — this competition is all about

scoring goals. Lyneham were quickly into their stride and Flying Officer Danny Worly put them ahead in the third minute.

Soccer

Both sides threw caution to the wind in the search for goals. Burry's fine header from 12 yards was turned against the bar by the 'keeper', but Ford, following up, could not direct his header into the unguarded net.

Oliver was by far the busier 'keeper' as Lyneham made the wind advantage pay, and made some good saves. Culdrose equalised in the 40th minute when LAEM Neil Rudkin converted a penalty after PO Chris Simms was tripped in the area.

Pick of the Culdrose forwards, Rudkin scored again after chasing a long through ball and heading cleverly over Richards. But the Culdrose defence was proving very suspect; as defenders supported the forwards they were punished when a header beat Oliver in the 72nd minute to level

the scores.

That is where the score remained at the final whistle, which meant 2 Signal Regiment were this year's Jubilee Cup winners, with four goals to the three each of the other teams.

Skipper Sgt. Alan Higgins was presented with the cup by Mr. Mike McKenzie, while all competing players received tankards. The Combined Services Football Association are very grateful to Naafi, who in connection with Webster's Yorkshire Bitter, sponsor this most exciting competition. Thanks, too, to Mitre for providing the match balls.

The match at Culdrose saw the farewell appearance of Mr. Jimmy Bird, of Courage, who has been associated with the competition since it began in '71 and who has made a significant contribution to its development.

A new aspect of sponsorship this season was the award of "Man of the Match" at each game. Mr. Ian Longworth, of Courage, made the presentations, one going to each of the Services. The Navy winner was Lieut. Jim Ford.



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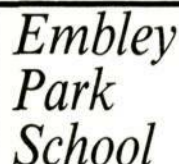
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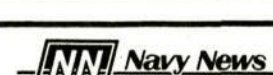
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Bowlers show depth but batsmen must consolidate

IN THE traditional curtain-raiser for their season, the Royal Navy entertained the Incogniti at Burnaby Road, Portsmouth, writes **Lieut.-Cdr. Jim Danks**.

Incogniti were to regret opting to bat as they were reduced to 48 for 8 in the face of some fine bowling from Lieut. Chris Slocombe (846 NAS), who took five wickets for 14 runs from 13 economical overs.

The visitors were finally dismissed for 77 and in reply the Navy made 149 for 6 declared, with Lieut. Mark Harling RAN on his first appearance for the side making 36. He was ably supported by Lieut. Mike Bath

(28) and Sub-Lieut. Andy Falconer (706 NAS) (29).

In their second innings the Incogniti made 219 all out, setting the Navy 148 to win. The target was achieved in 35 overs, with AEM Darren Harrison (772 NAS) making 88 not out as they reached 151 for 3 to record a seven wickets victory.

Free Foresters also won the toss and batted first two days later. After Julian Neale in his first match for the senior side bowled opener Robins for 5, the Foresters added 197 before

the second wicket fell.

Lieut. Piers Moore (Dolphin), making his first appearance for two seasons, bowled with some fire but generally the bowling was not tight enough. After Anderson went at 205, Slocombe claimed 3 for 6 in a 14 ball spell. The declaration came at 256 for 5.

Skipper Robin Hollington had a good innings of 67 (10 fours) and Moore (43) and Mne Andy Hurry (31) played well. The Free Forester bowlers chipped away at the Navy's

lower order, but a defiant last wicket stand of 19 took the score to 225 before Neale was out LBW. Free Foresters won by 31 runs.

At The Parks Oxford University won the toss and elected to bat. WEA App David Wynne (Collingwood) bowled Gallian after he and his partner Storie had put on 70.

LS Bob Learmouth (Dryad) was also introduced to the attack and the bowlers put the brake on the Varsity batsmen, who ran very well between the

wickets and took many well-judged singles — a good lesson for the RN batsmen in limited overs cricket.

The University reached 213 for 6: Wynne took 1 for 28 and Learmouth 1 for 31. Hollington made two excellent catches and assisted in a run out.

The Navy needed a good start but were tied down to 55 for 1 at tea. Falconer made a fine 44, but the Navy were bowled out for 188 leaving the University winners by 25 runs. New players were given the

opportunity to show their potential in these early games; there is depth in the bowling department but the batsmen must build on their innings and go on to make scores over 50 rather than in the mid 20s and 30s.

● **Fixtures** — representative side: June 5 v British Fire Service at Portsmouth; June 23 v Civil Service at Portsmouth; June 30 v United London Banks at Norbury. Under 25: June 4 v British Fire Service at Portsmouth; June 12 v London University at Motspur Park; June 28 v Southern League Under 25 XI at Portsmouth.



Sport



Dryad triumph

THERE was no stopping HMS Dryad's women's hockey team this year as they won every one of their matches in the RN Womens Hockey Navy Cup Knockout.

Team captain LWren Wendy Barron led her squad to convincing victories over Daedalus (5-1) in the first round, Sultan (4-2) in the quarter final, Nelson (5-2) in the semi-final and Seahawk (2-1) in the final. Winning goals came courtesy of POWren Sue Baker and LWren Claire Watts.

The team picture shows (back l-r): LWrens Jo Spence, Tania Ennis, Amy Lewis, Mags McCann and Nikki Stewart. Middle row: Wren Sue Jeffery, LWrens Jeannie Bone and Claire Watts, Lieut. Jacqueline Clink and POWren Jackie Bell. Front row: Lieut. Sue Lloyd, LWren Wendy Barron (captain), POWren Adele MacMillan, Lieut. Jackie Marshall and Wren Claire Bainbridge. Fellow players LWren Justine Griffin, Lieut. Sprout Leonard and POWren Sue Baker are not shown.

HOCKEY Association Coach Award courses — Level 1 (HA2) and Level 2 (HA1) — will be directed by Lieut.-Cdr. Alan Walker at HMS Osprey with assistance from Lieut.-Cdr. Vic Martin, June 7-12. Some of the world's top coaches will be present, including Trevor Clarke (England/Canada), Bram Van Asselt (Holland/Exportise), Flt.-Lieut. Alistair Seaton (Scotland) and Mike Hamilton (HA Director of Coaching and coach to England, England U21 and the 1992 GB Olympic squad).

Coaches who need updating, upgrading, transferring old to new, mentoring or players keen to qualify as coaches should contact Lieut.-Cdr. Walker on PNB ext. 24131 or on 0329 662164. First come first served.

Singles are dominated by Craggs

HMS Temeraire hosted this year's Royal Navy and Inter-Command Table Tennis Championships, which were contested by an encouragingly high number of quality players.

Seven teams competed for the Inter-Command title. The WRNS made a welcome return. Final match of the day saw Plymouth A and Fleet battling it out for first and second. The closeness of some games was not reflected in Plymouth's 9-0 victory.

Inter-Command result: 1, Plymouth A; 2, Fleet; 3, Portsmouth A; 4, Naval Air Command; 5, Plymouth B; 6, WRNS; 7, Portsmouth B.

Mid Stuart Craggs defeated Lieut.-Cdr. Trevor Ward 21-14, 21-10 in the first semi-final of the open singles and LMEM Ivan Hazell beat POWEM Steve Reilly 21-18, 20-22, 21-19 (after being 16-19 down in the third) in the other.

Craggs dominated the final, winning 21-9, 21-13 to become open singles champion. A measure of recompense fell to Hazell when he and Reilly defeated Craggs and Sub-Lieut. Steve Hawley 21-16, 21-17 in the mens doubles final.

The junior singles finals was between Hawley, last year's winner, and Sally Hughes (Manadon). Hughes took it 21-12, 20-22, 21-13.

Ward retained his veterans title, defeating Lieut. Mike

Knowles for the third year in succession. The presence of a WRNS team this year enabled a mixed doubles competition to

NEW players of establishment standard and above are invited to contact POWEM(R) Taff Reha (Collingwood ext. 381) or Lieut. Tim Currass (HMS Coventry).

POWren Adele MacMillan (HMS Dryad ext 4366/4281) added in a call to WRNS players, "No matter what standard you are coaching and encouragement are always available. Unfortunately, table tennis does not share the same glamour and media coverage of other sports."

"But people should forget the parlour game image, pick up a bat and have a bash. It's not as easy as it looks. So don't knock it till you've tried it!"

be staged. The final saw Ward and Hughes defeated by Reilly and POWren Adele MacMillan 20-22, 21-17, 21-15.

Following two days of hard sport, selection was made for

the Tri-Service Championships. The strength of the RAF squad allowed their A team to win the mens team event, but a good team effort saw the RN A team finish second, above RAF B. Again the absence of an Army team marred the competition.

The womens team event — all three Services represented — was won by the WRNS, who lost only three of 38 games.

Tri-Service individual results — mens singles: SAC Goodall bt Cpl Donaghue. **Mens doubles:** Goodall and Donaghue bt Flt.-Sgt. Claxton and SAC White. **Ladies singles:** POWren Jan Turley bt POWren MacMillan. **Ladies doubles:** Turley and MacMillan bt LWren Jane Dommerhuizen and Wren Claire Brazier. **Mixed doubles:** Reilly and MacMillan bt Hawley and Brazier. **Mens plate:** WO Cutler bt LStd Ritchie. **Womens plate:** LCpl Beck bt SACW Burt.

Special thanks for help and good luck for the future to Trevor Ward, who leaves the Service next year, and to Cdr. Jacqueline Bennett, retiring chairman of the RNWTTA. Cdr. Sally Thorburn takes over.

BOARD? WELL JOIN IN

PORTSMOUTH Command Windsurfing Club this year is organising both the Royal Navy Championships (June 13/14) and the Joint Services Championships (July 25/26).

Both events will be held at Browdown Training Camp, Gosport, and are open to all Servicemen and women, MOD civilian staff and the dependants of both groups.

For the championship fleet 7.5m rigs will be used, while novices will use 6m rigs. There will be prizes for light and heavyweights in each fleet, as well as for best master (over 35), veteran (over 45), junior (under 18), novice, lady and civilian.

Camping facilities will be available on the site and a Saturday evening barbecue and disco is included in the entry fee of £10. Additional social tickets are available at £6.

● Entry forms may be obtained via establishment recreation offices or direct from Lieut.-Cdr. Colin Brooks at CWTA, COB II, HM Naval Base, Portsmouth. (Tel. PNB ext. 24728).

IMPROVEMENT NOTED AS 70 COLTS GIVEN THEIR HEAD

OPEN and entertaining rugby characterised the RN Colts v RAF Colts match but the Navy youngsters were unable to emulate the senior XV's success over the RAF at Twickenham and went down 22-8, writes **Cdr. John Hart**.

Nevertheless, the Navy back row of MEM Curtis (Amazon), WEM Leaker (Defiance) and S(M) Kilpatrick (Liverpool) were impressive.

With tries through No 8 Kilpatrick and scrum-half WEM Hirst (Collingwood), the RN Colts led 8-6 at half time. S(M) Kearton's (Cochrane) attempted drop goal had bounced off the post.

Navy pressure in the second half failed to be converted into points. AEM Channing (702 NAS) linked well from full back but the RAF defence held firm, despite good runs by JSA Hill, MEM Crawford and MEM Smith (Sultan).

□ □ □

It has been a hard season, particularly in the County Championship, in which the Colts were competing on an unequal footing against the very highly organised teams of the

SW Division. But the players' enthusiasm is unabated and the improvement of rugby skills in these developing youngsters is a

MAJOR-Gen. Christopher Tyler, resident governor of the Tower of London, was accompanied by Mr Alex Dorrian, MD of BAe Sema, in drawing the winning ticket for a dream holiday, top prize in the Tri-Service Rugby Draw. Sponsored by BAe Sema, the draw raised £5,500 for Navy Rugby this year. The first three prizes were won by sailors.

reward in itself.

More than 70 U19 players were eligible for the RN Colts and virtually all played, on the basis of availability — giving rise to some problems of team stability and consistency.

But the advantages of retain-

ing Colts rugby outweigh the disadvantages and the RN Colts Committee wish to thank all commanding officers and departmental officers for releasing these young men to play.

Thanks, too, to all players and congratulations in particular to those selected for the Combined Services Colts Welsh tour — Channing, Curtis, S(EW) Richards, Hill, MEM Dow (Ark Royal), Kearton, WEM Clayton (Glasgow), WEA Meese (Collingwood).

● This year Hartlepool Rovers took on the Royal Navy in the R.F. Oakes Memorial Game, and won 24 points to 13. The annual match, still a special occasion 80 years after it was first played, honours the memory of one of the leading figures in English rugby. This was the Royal Navy's first return to the Friarage ground since 1981, when they forced a 9-9 draw.

SWIMMERS SUNK

NO, not a duty free shopping trip as rumoured, but the Wrens swimming team's annual Jersey fixture.

The squad was much depleted by late withdrawals, but six women flew out from Yeovil. With training having been completed prior to departure, the first day away was in fact used for shopping and sight seeing!

Fort Regent Pool was the venue for the gala and, unfortunately for the Wrens, the Jersey Ladies Masters were at their strongest for several years.

Added to this, the number of events to be covered with two women in each race led to the Jersey team winning comfortably.

That said, both coach Sam Wakefield and administrator

Pete Crowley congratulate POWrenPT Louise Richardson, LWren Rachel Kirkham, and Wrens Karen Rawlings, Trudy Brough, Wendy Duncan and Lisa Woods.

WITH a decisive score-line of 49-14 HMS Dryad beat HMS Cochrane in the final of the RN Women's Netball Association Navy Cup competition. Meanwhile, in the plate final HMS Dolphin beat HMS Neptune 35-5.

PO carries White Ensign

WITH over 100 competitors and a high standard of play, the first Inter-Services Darts Championships, held at RAF Uxbridge, were a great success, though a larger contingent of Army players would have been welcomed.

In fact it was the Royal Air Force which dominated the event, taking the singles, doubles and team triples. Best of the Senior Service representatives was PO John Reidy, who finished joint third in the singles. Thanks to NAAFI, Darts World and Whitbread for sponsorship.

Gadzooks, pass the astrolabe!

TO CELEBRATE Christopher Columbus' discovery of the Americas in 1492 a tri-service sailing expedition, Exercise Columbus 500, is currently underway.

While the successful candidates — 450 Servicemen and women applied for the 72 crew places — are sailing in a modern racing yacht, a 12-berth Nicholson 55ft. yawl, they are using the navigation methods of five centuries past.

Project Officer Sqn.-Ldr. Peter French researched Renaissance navigation techniques of the kind employed by Columbus, Diaz and Vasco da Gama.

With the help of The Royal Institute of Navigation, Greenwich Maritime Museum and renowned seafarer Robin Knox-Johnston, Peter was able

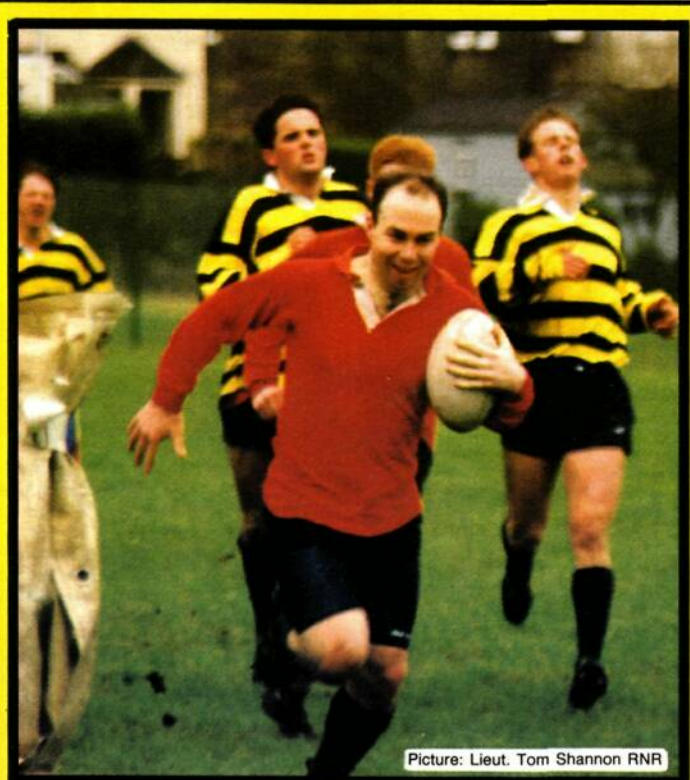
to provide plans for replicas of these devices. RAF Henlow then produced excellent instruments — the quadrant, astrolabe, traverse board and cross-staff.

The expedition set off from the Joint Services Adventure Sail Training Centre Hornet at Gosport, with the first leg to Lisbon to join the remainder of the Northern European Fleet. Races to Cadiz and Las Palmas followed.

The tri-service yacht, Lord Trenchard, is currently racing towards Puerto Rico. Among the crew for this leg are Lieut.

Cdr. John O'Driscoll (ARE Southwell), the skipper, Lieut. Bruce Martin (Revenge), the first mate, and WrenRO Rebecca Crow (Portland), who at 23 has taken one of the large proportion of places set aside for the under 25s.

Pictured (right) are the crew members of Leg One, lining up to be reviewed by Air Marshal Sir John Thomson at Hornet. Among this crew were CPO Clive Eggington, Cadet Simon Hildesley and POMEA Ian Jary.



Picture: Lieut. Tom Shannon RNR

Young in training for canoe squad

GLASGOW and Strathclyde URNU won the Fit-to-Drop Trophy for the third year running after a most successful two days of competition.

The result came after some 80 students battled it out over rugby, soccer, field hockey, deck hockey, volleyball, basketball, swimming, gym tests and mess games.

Lieut.-Cdr. Paul Engeham, Officer-in-Charge of Glasgow and Strathclyde URNU was presented with the trophy by his opposite number from Aberdeen URNU.

Contributing to Glasgow's success was a 34-0 victory in the rugby. Pictured scoring one of the tries is Mid. Garry Young RNR, the Sports Captain.

Garry, who is studying for a doctorate in sports physiology at Glasgow University, is hoping to be selected for the British Olympic canoeing team.

TOO FEW SAILORS

SIXTY years old and still going strong, the Milocarian Athletic Club was originally formed to promote athletics among all ranks of the Armed Services.

It now also encourages membership from retired Servicemen and civil servants and fields a truly joint Service team in cross-country matches around London.

Last season's 15 races included the home fixture at Sandhurst, where eight teams turned out 127 runners, and five races in the Chiltern League. MAC came sixth of 17 teams in the senior category, first in the vets and claimed third individual overall.

Although thriving, the Milocarrians would like to increase member-

ship — the Navy, in particular, is under-represented. All standards and ages welcome.

October 3 sees the start of the new season with the traditional home match at Sandhurst. Meanwhile, there will be entries in summer fun runs in the London area and in the Ron Hill Relays at Rushmoor.

Anyone wanting to run will be given every chance — just contact Flt. Sgt. Mike Sumpter, No 1 AIDU, RAF Northolt, Middlesex HA4 6NG (Tel. Northolt Military 7268) or Neil Wood on 0483 574944 (evenings).



CUT AND THRUST

BOTH new fencers and many of the more familiar faces demonstrated a high standard of swordsmanship at the Royal Navy Fencing Championships, held in the gymnasium at HMS Sultan.

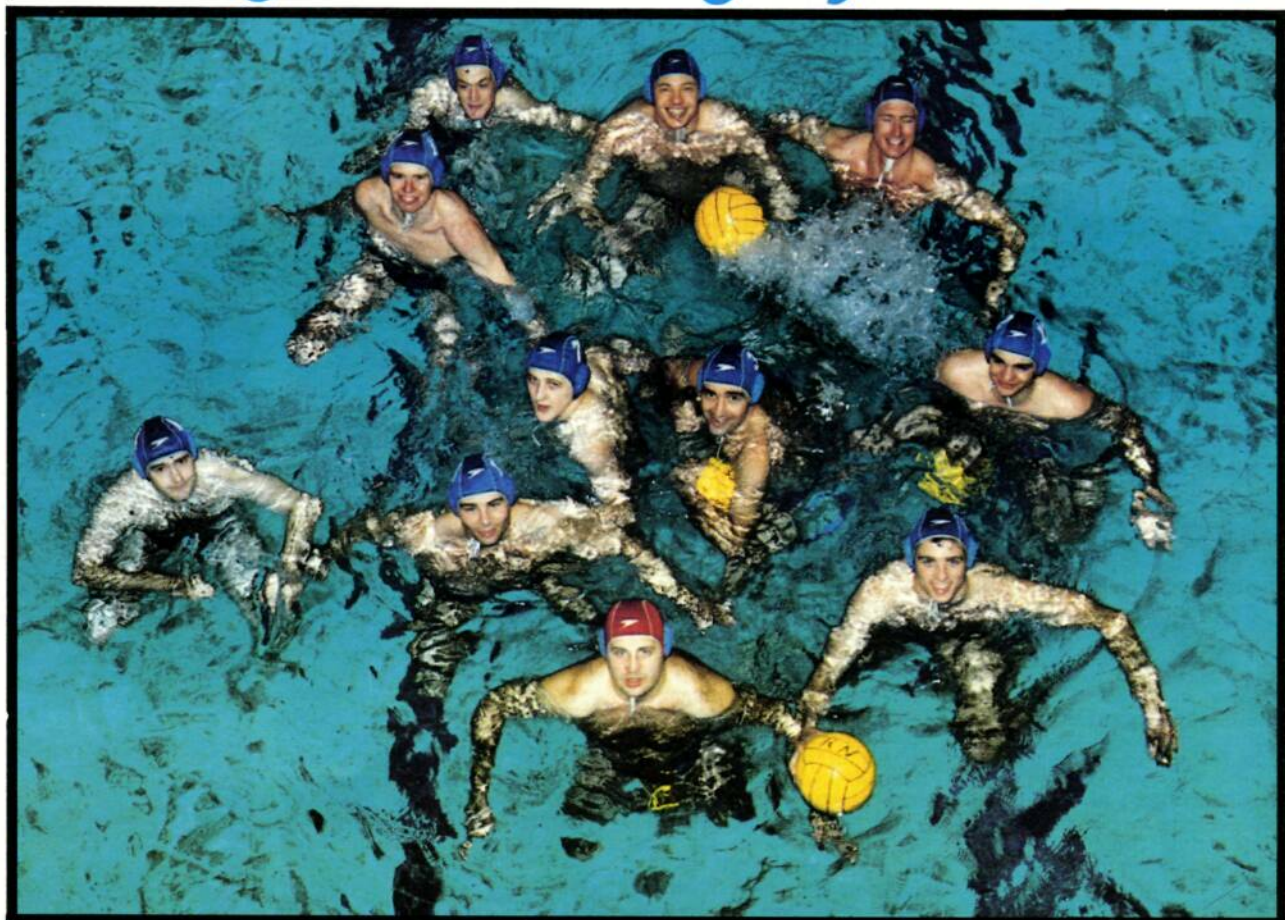
The skill on show gave cause to look for a good result for the Navy in the Inter-Services Tournament, to be held at Earl's Court next month.

Winner in the mens foil was Sub-Lieut. Charles Potter RNR (Eaglet), while Lieut. Maggie Myers won the womens event. Capt. Chris Walker (MOD) won the mens sabre.

Dismounted Champion at Arms 1992 is Cpl Paul Kimbley (40 Cdo), who is pictured on his way to winning the epee final against Lieut.-Cdr. Graham Trewhella, the 1991 winner.

Picture: Lieut.-Cdr. Nigel Huxtable

Taking on the mighty Russians



A BUSY programme of matches and cultural visits was undertaken by the 15 members of the Royal Navy water polo squad on their seven day tour of Moscow, writes Lieut. Phil Walter, the captain.

They were hosted by the Central Sports Club of the Soviet Navy and considering it is the Soviet Navy which will provide the majority of players for the CIS Barcelona Olympic team, opposition was of a very high standard.

Best results for the RN were two drawn games. But the highlight for the players was a game against an ex-Olympic team; the water polo equivalent of a soccer side playing a previous Brazil World Cup team.

De rigueur visits to the Kremlin, Red Square and Bolshoi Ballet added to the occasion — as did time spent in a Russian bath house, complete with birch twig beatings!

Special thanks to Assistant Naval Attache, Lieut.-Cdr. Simon Lister, who worked tirelessly to ensure all went smoothly and that the sides understood one another.

Officials: Capt. Peter Wason (Collingwood); Lieut.-Cdr. Richard Atkinson (Sultan) and CPOPT Peter Crowley (Temeraire).

The Navy team is pictured (above) at the final training session before departure for Russia. Clockwise from "noon": POAEM Steve Thomas (Daedalus), CPOAEM Tony Atkinson (845 NAS), Lieut. Doug White (Collingwood), Lieut. Mark Barrett (849 NAS), CPOMEA Ian "Piggy" Mair (Sultan), POSTd Ronnie O'Brien (CSST), LS(D) Alan "Cyril" Knowles, LAEA Neil Tait (702 NAS) and LWtr Andy Pearson (Norfolk). The two in the middle are WEM Barry Norton (North Corner Group) and Mid Steve Etchells (Scylla).

Picture: Lieut.-Cdr. Nigel Huxtable

WELCOME BACK!

AS HMS Polar Circle, pictured in the background, returned home for a well-deserved break after her six-month deployment in the Antarctic, HMS Southampton (foreground) was rededicated at Portsmouth Naval Base and preparing to rejoin the Fleet.

The Type 42 destroyer, which was damaged in a collision in the Gulf in 1988, has undergone a repair and refit package at the Swan Hunter yard on Tyneside, with more work being done in Portsmouth to enhance her weapons system.

Under the command of Cdr. John Wotton, HMS Southampton, part of the Fifth Destroyer Squadron based at Portsmouth, started sea trials in February this year.

Picture: LA(Phot)
Andrew C. Pratt.



Navy day for Defence Secretary

MR Malcolm Rifkind paid his first visit to the Royal Navy at sea as Defence Secretary in May.

In the Channel he witnessed a range of operational sea training, spending the day on board ships, including HMS Cumberland, HMS Argonaut and RFA Black Rover.

Pay award for medics and dentists

AN average increase of 5.6 per cent recommended for Service Medical and Dental Officers in a supplementary report from the Armed Forces Pay Review Body has been accepted by the Government.

The recommendations of the report are to be implemented in full from April 1 this year.

Royal visit honours wartime siege

FIFTY YEARS ON, a Royal commemoration of Malta's wartime role and of the thousands who died in defence of the island was under way as Navy News went to press.

The Queen and Duke of Edinburgh embarked in the Royal Yacht HMY Britannia, escorted by HMS Batt-leaxe, to sail into Valletta at the end of May.

Main event of the visit was the formal dedication of the new memorial — a 10-ton bell and bronze sculpture housed in a stone cupola — overlooking Grand Harbour.

Many Malta veterans from Britain and elsewhere were vis-

iting the island for the dedication.

This year sees the 50th anniversary of the award of the George Cross to Malta by King George VI, and of the arrival of the remnants of the famous Operation Pedestal convoy.

A new book "Malta Defiant and Triumphant: Rolls of Honour 1940-43" contains the names of the 7,000 people — Service and civilian — who died as a result of the battle for the island. Among the Service personnel were some 4,000 sailors, including nearly 1,700 submariners.

Besides the lists by ship, unit and squadron, the handsome volume contains a foreword by the Duke of Edinburgh, many facts and articles on the various aspects of the battle, and 75 photographs.

There is also the story of the siege bell memorial, to which

profits of the book will be devoted.

Orders, accompanied by cheque for £19.95 UK (£21.35 Overseas) payable to "Editor D & T", should be sent to Capt. E.A.S. Bailey RN, c/o PAE, NatWest Bank, 49 North Street, Taunton, TA1 1SR.

Falklands service

PORTSMOUTH South Branch of the Royal British Legion is to hold a memorial service to commemorate the 10th anniversary of the Falklands Conflict on Sunday June 14 at the Falklands Memorial, Sallyport, Old Portsmouth.

RN/RM personnel and their families are welcome to attend the short open-air service and anyone requiring further information should contact Royal British Legion Branch Secretary Mr J Ocken-den on Portsmouth 832771.

Roebuck called on to defend the flag

THE RN was called in to offer some friendly advice after professional British yachtsmen crewing Riviera yachts became unhappy at a sudden rash of British Euro-flags being flown instead of the Red Ensign.

The rather complex background, as explained by Lieut-Cdr. Michael Healy, Admiralty chart agent and RNSA Local Officer in Monte Carlo, involves the Registry of British Ships, annual boat tax — and avoidance of some regulations. And so has flourished the British Euro-ensign — dark blue with a large circle of 12 gold stars and the Union Jack in the top-hoist corner (although often upside down).

With such an ensign contrary to the Merchant Shipping Act 1874, the Royal Naval Sailing Association asked the RN for help. Only a commissioned officer or British consular official can police British-registered vessels abroad, said Lieut-Cdr. Healy — and the only consul on the Riviera

(part-time unpaid) has plenty of distressed tourists to look after and no time for flags!

So the situation confronted Cdr. Ian Turner, commanding officer of the survey ship HMS Roebuck, visiting Monte Carlo in May for the five-yearly International Hydrographic Conference.

The task of calling on offending masters fell to the Roe-

buck's linguist first lieutenant, Lieut-Cdr. Andrew Brook, who succeeded brilliantly. And other yachts were dealt with by firm letters left by Cdr. Turner for delivery by French Customs and Harbour authorities.

"But there are plenty more offenders between Cannes and St. Tropez," says Lieut-Cdr. Healy. "Any volunteers for the next gunboat run to the sun?"

Extra role for Trident missile?

TRIDENT is being acquired as a strategic system, but its capability for action on a more limited scale will be taken into account in consideration of possible options for replacement of the WE 177 bomb.

This was stated in answer to a Commons question inquiring what studies had been carried out to assess the possibility of use of Trident as a sub-strategic nuclear deterrent.

It was also stated that the Government intended to place the order for a fourth Vanguard-class submarine as soon as contract negotiations with VSEL had been satisfactorily concluded.



A Brilliant idea

WHEN 92 Gulf medals arrived on board HMS Brilliant for the veterans of last year's conflict who are still serving in the ship, there was only one thing to do — mark the occasion in style.

Possibly the longest-ever queue for Captain's table is seen here under swel-

tering sunshine at Faslane, reminding the proud recipients of warmer days.

Seen heading the queue is CPO-MEM(M) Jon Williams as he receives his medal from HMS Brilliant's commanding officer Capt. James Burnell-Nugent.

Picture: HMS Neptune Phot. Section.

MONEY MATTERS

A TOTAL of well over £400,000 was allocated for the benefit of the Naval Service at the summer meetings in London of the Grants Committees of the Sailors' Fund and the Fleet Amenities/Fleet Recreational Funds.

Included in this total is more than £220,000 from the Sailors' Fund for projects, with about £67,000 in annual and half-yearly grants. The later FAF/RFR meeting was able to allocate over £110,000 towards projects and nearly £10,000 in annual and half-yearly grants.

In addition, the Navy's Sports Lottery gave a boost of more than £20,000 towards various sporting bids.

A full list of grants will appear in next month's edition.

ARK GETS THE BILL

COST of repairs to HMS Ark Royal whose flight deck was penetrated by a small practice bomb during an aircraft exercise is about £60,000, it was stated in a Commons written answer.

